

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST

FAIR

Barometer 29.77

June 9 1915,

Temperature 6 a.m. 80 2 p.m. 86
Humidity 86 68

June 9 1915,

Temperature 6 a.m. 82 2 p.m. 78
Humidity 87 91

29.0 日七廿月四

WEDNESDAY, JUNE 9, 1915.

星期三 六月九 大英一千九百一十五年

SINGLE COPY 10 CENTS
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TO-DAY'S LATEST WAR TELEGRAMS.

SULTAN ADVISED TO "GO ON A PILGRIMAGE."

TYPHOID AND PANIC AMONG THE TURKS.

Italians Capture Important Positions.

HEAVY CASUALTY LIST FROM FLANDERS.

[Reuter's Service to The "Telegraph."]

V.C FOR LIEUT. WARNEFORD.

June 8, 5.25 p.m.
The Admiralty announces that H.M. the King has telegraphed to Flight-Lieut. Warneford most hearty congratulations on his splendid achievement. His Majesty adds that he has much pleasure in conferring upon him the Victoria Cross for his gallant act.

GERMANS TRY TO SMUGGLE ASPHYXIATING GAS.

June 8, 12.20 p.m.
Barrels which were supposed to contain beer, were examined at Bukharest, where it was found that they contained asphyxiating gas liquid, which the Germans were endeavouring to smuggle through into Turkey. The barrels were confiscated.

ADMIRAL VON TIRPITZ'S BARREN PROPERTY.

June 8, 12.20 p.m.
It has been discovered at Rome that Admiral von Tirpitz is the owner of some barren property on the coast of Sardinia, property which is suspected as being used as a base for submarines. The authorities are investigating the matter.

"BY GOD'S DISPENSATION"

June 8, 12.20 p.m.
A German staff order has been found on the Bzura battlefield that refers to gassing. It reads as follows: "By God's dispensation we have received a new and patent weapon in gas with which we vanquished our enemies."

TYPHOID RAGING IN ASIA MINOR.

GERMAN FAMILIES LEAVING EN MASSE.

June 8, 12.20 p.m.
According to Reuter's correspondent at Athens, travellers from Constantinople affirm that typhoid fever is raging amongst the Army and the population of Asia Minor, and that 75 doctors have succumbed.

There is a great shortage of bread. The Germans fearing the forcing of the Dardanelles, have advised the Sultan to go to Koniah, on the pretext of making a pilgrimage; the Sultan declined and suggested that the heir presumptive should go to Koniah.

Germans and their families are reported to be again leaving en masse.

The Turkish Peace Party are making the most strenuous efforts to bring Tewfik Pasha, the ex-ambassador at London into power.

The departure of the German families is shaking the faith even of the Turks who are convinced by the Germans that the Dardanelles are impregnable.

TO-DAY'S LATEST WAR TELEGRAMS

BRITISH CASUALTIES IN FLANDERS.

June 8, 12.40 p.m.
Yesterday's casualties in Flanders number 3,321 including 711 dead; besides over 240 naval casualties in the Dardanelles.

OUR AIRCRAFT WARDING OFF DANGER TO LONDON.

June 8, 12.40 p.m.
General Sir Francis Lloyd, speaking in the City, said that people sometimes wondered what our aircraft were doing when the Zeppelins raid our shores, his reports, showed that they were out in pursuit, successfully warding off danger to London.

THE HEALTH OF THE KING OF GREECE.

June 8, 12.40 p.m.
According to Reuter's correspondent at Athens last night's bulletin states that there is a perceptible improvement in the King's condition, his temperature is 100.8 degrees Fahrenheit, and the vomiting has ceased.

ITALIANS MAKE CONSIDERABLE PROGRESS.

June 8, 12.20 p.m.
According to Reuter's correspondent at Rome a regular advance of the Italian armies along the whole front capturing two important positions across the frontier is announced in to-day's communiques. The Austrian resistance is mostly feeble.

The great operations are developing. In the first operation, Italians continue hammering at the defences on the Lavarone-Folgaria plateau. In the second, all along the line on the Isonzo great forces have come into close touch with the Italians, supported by powerful artillery. They reached this important river line, and all its parts, with the object of making suitable crossings and installing bridge-heads.

The Italians, after three days of desperate fighting, now seriously threaten Tolmino. The cavalry have brilliantly crossed the lower Isonzo, entrenching on the eastern bank.

Throughout, the Italian losses were comparatively slight.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

IN THE HOUSE OF COMMONS.

WELCOMING THE NEW MINISTERS.

June 7, 6.35 p.m.
In the House of Commons to-day there were some notable incidents. The new Ministers on rising to reply to questions met with a hearty reception. Among the first to arrive was Mr. Bonar Law who was loudly cheered. Enthusiasm was renewed upon the Premier, Mr. Asquith, entering the House, and sitting beside Mr. Bonar Law.

MR. ASQUITH AND ITALY.

The Premier eloquently welcomed the accession of Italy to the cause of the Allies. Britain, he said, had always watched the formation of an united Italy with the keenest sympathy and the most ardent hopes; and now her gallant soldiers and sailors were our comrades in the struggle for the liberties of the world (cheers).

HONGKONG TRADE.

Replying to a question regarding the discovery in Hongkong of plans supported by the German Government for the complete subversion of British trade in the Far East, Mr. Bonar Law, Secretary of State for the Colonies, said that reports to this effect were current in Hongkong. "I have been in communication with the Governor," he said, "and had better say nothing more at present."

AMERICA, CHINA AND JAPAN.

Lord Robert Cecil said the Government was aware that the United States Government had made a communication to the Japanese Government on the subject of the Sino-Japanese Treaty, but a further expression of the views of the British Government on this question was unnecessary.

TRADING WITH THE ENEMY IN CHINA.

In reply to a question, Lord Robert Cecil said he was not yet in a position to make a statement respecting the suggested prohibition of trading with the enemy in China.

WAR TELEGRAMS.

NO MORE COTTON FOR GERMANY.

Lord Robert Cecil said the Government believed the measures taken to prevent the import of cotton to Germany would be successful, and he hoped the effect of the prohibition of the export of Egyptian cotton would be to prevent its reaching the enemy through neutrals. The Government, however, was not considering the question of making cotton absolute contraband. The Government, he added, is investigating the cause of the great increase in the export of yarns to neutrals.

RECRUITING.

Asked whether he intended to reply to a question about the present recruiting facilities, Mr. Asquith said the response to the last appeal had been satisfactory and a full announcement as to the Government's policy would be made shortly.

LIEUT. WARNEFORD'S WONDERFUL FEAT.

June 8, 12.55 a.m.
Flight Lieutenant Warneford was formerly a mercantile marine officer. He was born at Cocoh Behar in 1892, is the son of a Wiltshire man and an Anglo-Indian. He came to England from Canada five months ago and obtained his flying certificate at Hendon on February 25. His feat has been received with enthusiasm, settling as it does all doubts as to the ability of the aeroplane to tackle Zeppelins. Some accounts from Rotterdam state that another aeroplane, a French machine, participated in the fight. The Zeppelin was returning to the Belgian coast, possibly from a raid on England. When attacked it rose to a tremendous height and went at full speed in the direction of the shed at Gontrode, near Ghent. There was a continuous exchange of rifle and machine-gun fire, but no opportunity of bombing was given to the aeroplane till the airship was over Ghent, where it had to descend in order to approach the shed. Then the aeroplane got above the Zeppelin and dropped its bombs. As these struck they were followed immediately by small explosions and the Zeppelin burst into fire, which spread over the whole ship. The nursery in a suburb of Ghent, upon which the Zeppelin fell, was the Grand Beguinage de St. Elizabeth, one of the largest and most noted convents in Belgium. It has seven hundred inmates besides numerous women and children refugees. A terrible scene occurred when the buildings caught fire and the inhabitants of the suburb rushed to the rescue. One man, with a child in his arms, leapt from a burning room to the street and both were killed.

BOARD OF TRADE FIGURES.

June 7, 6.35 p.m.
The Board of Trade statistics show an increase in imports in Great Britain amounting to £12,545,876 and a decrease in exports of £8,432,198. Under imports the chief increases are in food, drink and tobacco, £8,116,627; raw cotton £2,737,507; wool, £2,376,138. Under exports the decrease in manufactured cotton amounts to £2,220,925.

FRENCH MINE-LAYER SUNK.

June 7, 6.35 p.m.
A message from Paris reports that the mine-layer Casablanca struck a mine and sank at the entrance to the Aegean Sea. A British destroyer picked up two officers and sixty-four of the crew. It is possible that officers reached the coast but were captured by the Turks.

FRENCH COMMUNIQUE.

June 8, 2.50 p.m.
A Paris communique says:—North of the Aisne the enemy multiplied his desperate efforts to re-capture two lines of trenches which we took yesterday. He brought reinforcements in automobiles from a distance of eighty kilometres and counter-attacked furiously, but was completely repulsed. Two thousand German dead were left on the ground and we took two hundred and fifty prisoners and six mitrailleuses. Many other Germans are buried beneath the debris. We made several attacks between Soissons and Rheims and sprayed burning liquid on the enemy's trenches at Vauquois as a reprisal. Fighting north of Arras continues to be of the most violent description and the artillery duel has been ceaseless and most fierce all day. Convergent attacks at the centre of the "Labyrinth" brought us to the central redoubt where several German counter-attacks were repulsed. Our prisoners at Hebuterne numbered four hundred, and several hundred German corpses were left on the ground.

RUSSIAN COMMUNIQUE.

June 8, 5.55 a.m.
A Petrograd official message says:—The enemy west of Kolomo ceased his persistent attacks and was repulsed with heavy losses. The Austrians left five thousand bodies in front of one Russian Division alone. We also captured seven hundred prisoners in an attack in this region. Small forces of the enemy in the Jouravno region have succeeded in crossing the river Dniester.

TELEGRAMS.

OBITUARY.

NEWSPAPER PROPRIETOR'S DEATH.

(Reuter's Service to The "Telegraph.")

London, Received June 8.
The death is announced of Mr. Cornish, ex-proprietor of the Madras Mail.

NEWS FOR BUSY MEN.

CONDENSED.

There is a perceptible improvement in the condition of the King of Greece.

Engagements continue outside the defences on the Folgaria plateau. The Italian losses are slight.

The Italian armies are continuing their progress and have captured important positions in Austria.

A German staff order refers to the gas used in Galicia as a weapon acquired "by God's dispensation."

Yesterday's casualties in Flanders were 3,231 (including 711 dead). There were 240 naval casualties in the Dardanelles.

General Lloyd, in a speech delivered in London, says that the Home air-fleet has been successfully occupied in warding off danger from the Metropolis.

Typhoid is raging among the Turks; seventy-five doctors have died of the disease. There is shortage of coal and bread, and panic appears to be spreading.

Barrels, supposed to contain beer, on being examined at Bukharest, were found to be filled with asphyxiating gas liquid, which the Germans were endeavouring to smuggle into Turkey.

NEWS.

Our London letter appears on Page 3 of this issue.

A large snake was killed on the Peak tramway this morning near Barker Road.

Attention is drawn to a change in the time-table of the Kowloon Canton railway.

A letter from an eccentric but observant Hibernian appears on the Extra.

A Chamber of Commerce for British traders has been inaugurated at Canton.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

DON'T FORGET.

TO-DAY.

Bijon Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijon Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Sale of China and Curios—G.

P. Lammer's Sales Room—

2.30 p.m.

NOTICES

THE UNDERWOOD TYPEWRITER

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MITSUI BUSSAN KAISHA.
 Hongkong, June 11th, 1913.

LESSONS IN CHINESE.

MR. LI HON FAT, a Chinese
 graduate, versed in litera-
 ture, has been a teacher to Eu-
 ropean officials and merchants in
 this Colony for over ten years.
 He has a good method of train-
 ing Europeans to pass in the
 Chinese examination, and is pos-
 sessed of a first rate certificate
 as a Chinese teacher. He has also
 a good knowledge of Mandarin
 and Hakka.
 Those who intend learning the
 Chinese language are requested
 to write to "Hongkong Tele-
 graph" office or direct to No. 14,
 Graham Street, first floor.
 Hongkong, 23th Jan., 1912.

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Hongkong, 3rd October, 1913.

NOTICES

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Hongkong, July 14, 1914.

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PRAYA GRANDE, MACAO.

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 room facing the sea. It has been entirely renovated throughout
 and newly furnished, and is now up-to-date in every respect. Large
 and airy rooms, excellent sanitary arrangements. Hot and Cold
 Baths, electric light and fans. Private and Public Bar and
 Billiards. Terms Moderate. For further information apply to
 Tel. Add. "Phoenix." THE MANAGER.

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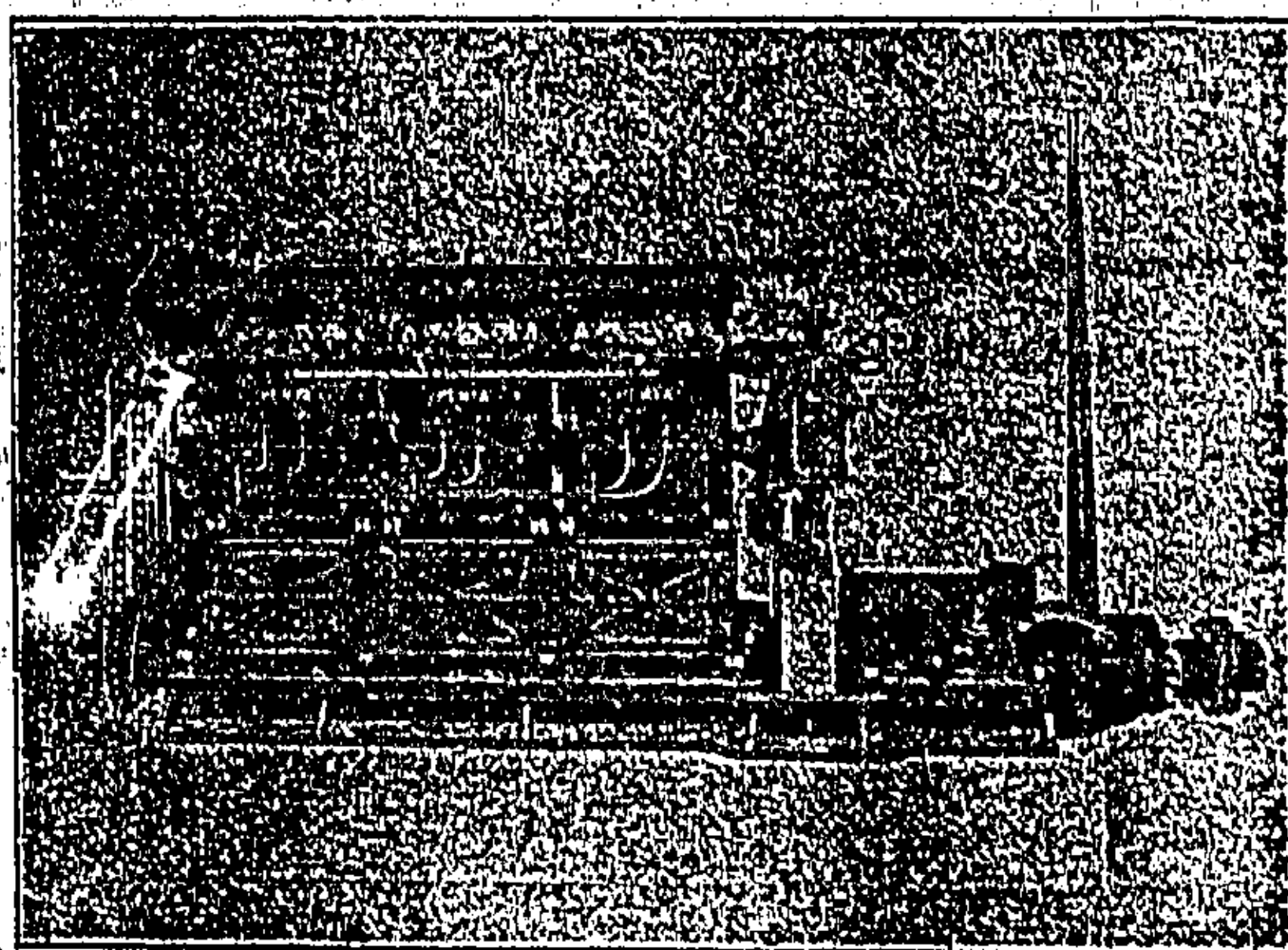
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NOTICES

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OUR CONTEMPORARIES

South China Morning Post.

Munitions, More Munitions.

The demand is not only from
 home users, but also from France,
 Russia and Italy. "Oae wonders
 in the face of all the activity in
 England where Hongkong and
 other colonies come in. In Hong-
 kong for instance there must be
 connected with the docks and
 engineering firms some five to six
 thousand skilled and unskilled
 workmen who could profitably be
 employed in these slack times in
 the turning out of shell cases
 provided sufficient material were
 available. Japan is supplying
 Russia with millions of pounds
 worth of war material which is
 finding its way to the front via
 the trans-Siberian railway. The
 same route is open to the products
 of Hongkong. Cannot Hongkong
 with its magnificent equipment
 of workshops do something there-
 fore to help the cause?"

Daily Press.

Progress in Netherlands India.

Among the native and immig-
 rant population—including the
 Chinese—a great demand has
 arisen in recent years for educa-
 tional facilities, which may now
 be found even in the remotest
 mountain villages. The informa-
 tion given in these essays points
 to much progressive activity on
 the part of the natives, and the
 Government has been induced to
 make changes in the system of
 government as a concession to
 the progressive tendencies of the
 community. Especially is this the
 case with regard to the judiciary.
 Important constitutional reforms
 are also under consideration and,
 in fact, a "Decentralisation Law"
 passed in 1913 was a distinct step
 towards self-government for the
 islands. But this is a matter in
 which *fastina lente* must be the
 motto. The Minister for the Co-
 lonies has already submitted to
 the Second Chamber of the Dutch
 Parliament proposals for the in-
 stitution of a Colonial Council to
 be composed of representatives of
 the inhabitants of the Colony
 appointed partly by election and
 partly nominated by the Gov-
 ernor-General. Altogether one
 derives from these essays the im-
 pression that good general pro-
 gress is being made in the Dutch
 East Indies in all directions—
 economic, social and political.

China Mail.

How Germany Developed Her
Industries.

As there can be no question of
 the fact—unpleasant as it may be
 to business men of other nations
 —that Germany's rise in the
 commercial world was astound-
 ingly rapid during the past two
 decades, it is much more profit-
 able to inquire into the causes
 that contributed to that develop-
 ment than to worry over it. The
 causes do not lie any deeper than
 anything Teutonic, and, there-
 fore, can be easily explained.
 Briefly they are to be found
 in the fact that the leaders of
 our enemy not only believed in
 but adopted a thorough and widely-
 diffused technical education as a
 preliminary ground-work for those
 about to enter into commercial
 pursuits. The branches of industry
 in which Germany acquired a
 dominant position are those in
 which advanced applications of
 science are most necessary. In a
 report on the subject, which
 appeared in Home papers, it
 was stated that the British en-
 gineering industry would derive
 incalculable benefit from an
 increase in number of highly-
 trained experts, and then be able
 to dispense with the services of
 Germans, who had to be employed
 for lack of qualified Englishmen.

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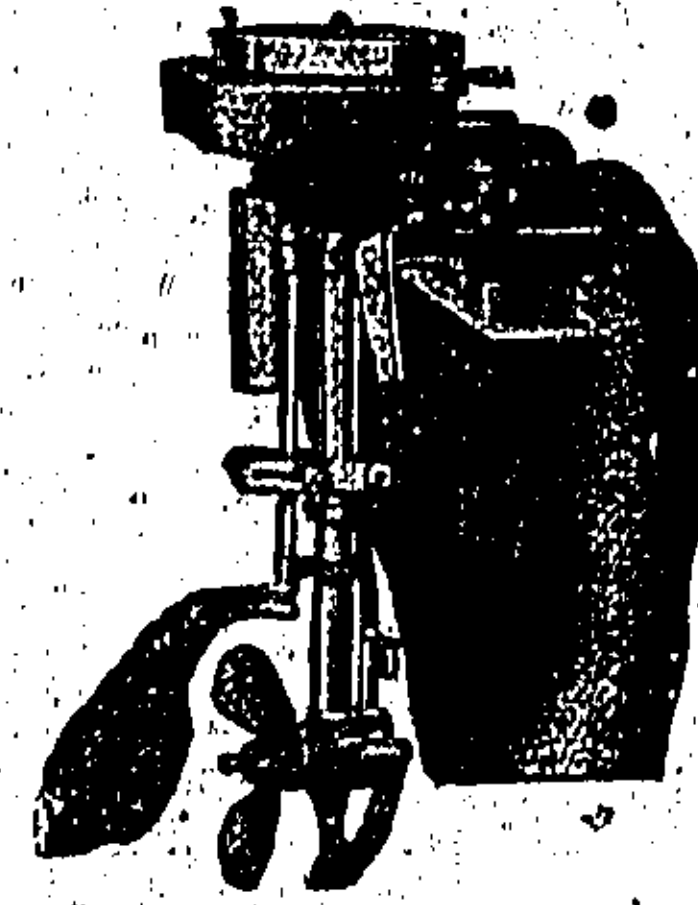
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 arrangements.

MEE CHEUNG.

ART PHOTOGRAPHER
 HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging
 Hongkong, 18th July, 1913.

GENERAL NEWS.

300 Lepers for Cullion.
The coast-guard cutter Bislan, which left Manila in charge of Dr. Norris, of the bureau of health, for a leper collection trip, will touch at all the principal ports of the archipelago before returning to Manila. It is expected that approximately 300 lepers from different parts of the islands will be taken up and transported to Cullion by the vessel, which will make two trips to the colony.

Record Savings.
Mr. Hobhouse, Postmaster-General, said in the House of Commons that the Post Office Savings Bank deposits for the first quarter of the year exceeded the withdrawals by £1,400,000. This was £3,000,000 in excess of any similar record for the corresponding period, and showed that the country's finance and trade were in a sound condition. There are 11,000 men of military age (6,000 of them single) among those temporarily engaged, to fill the places of employees with the forces.

New Sugar Corporation.
Another agricultural venture, organised to take advantage of the government sugar central act approved during the last session of the legislature, was incorporated at the archives division of the executive bureau on June 1, says the Manila Bulletin.

The new corporation is known as La Basconia, its chief assets being those of a former corporation of the same name, and its central offices are at Iloilo. The capital stock is £400,000, of which £80,000 has been subscribed, and £34,000 already paid in by the incorporators, who are all Iloilo residents. Santiago Urquiza has been made treasurer of the firm.

Mr. Geoffrey Howard.
Mr. Geoffrey Howard, whose engagement is announced to Lord Melbourn's eldest daughter, claims descent from the only peer created by Cromwell. His ancestor, Charles Howard, took the popular side when war broke out in 1642, and after distinguishing himself in several engagements was severely wounded at the battle of Worcester. Under the Protectorate Howard represented Westmorland in Parliament until Cromwell conferred the title of Viscount Morpeth upon him. This fact did not prevent his standing high in favour with Charles II., who within a year of his accession, raised the Roundhead nobleman a step in the peerage by creating him Earl of Carlisle.

The Erratic Variations of the Primrose's Petals.
There is a still an undiscovered secret—as Darwin points out—in the erratic variations of the primrose's petals. "What is the cause of those strange freaks of colouring found in the primrose beds of the woodlands of Devonshire and Somerset, where twenty different shades of lilac, grey, purple, brown, and blue can be seen, but not a single blossom of the conventional saffron hue? Is this due, the botanist savans have queried, to some common place reason of soil, or to some delicate coarseness to the colour tastes of spring ephemerals? Or is this a case of the origin of species, and are we here confronted with a "break" which Nature means to perpetuate into a race of part coloured primroses?"

The New Serjeant-at-Arms.
The new Serjeant-at-Arms belongs to a family whose territorial possessions were largely augmented by the naval prowess of his ancestors. The third Lord Altemar purchased Quidenham in 1788 out of the sum of £122,697 prize money he obtained as Commander-in-Chief of the Cuban Expedition. His brother, Admiral Keppel, whose name is still commemorated on many signboards, made £24,530 on the same expedition. With this he purchased Elveden, both estates eventually devolving to the fourth Earl. It is long since the Keppels have owned any property in Holland, the country of their origin, but until fairly recent times the Quidenham was used to be sent to that country, where the soft water of the dykes is held to possess special cleansing properties.

If you have lost your appetite for the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICE.

Ten Victor Records



which should be in every home

Another group of ten records which are among the favorites in the Victor Record catalog.

- | | | |
|-------|--------------------------------------|-----------------|
| 60028 | Wee Jean MacGregor | Lauder |
| 60126 | Last Rose of Summer | Lucy Marsh |
| 60128 | A Birthday | Florence Hinkle |
| 70106 | Portobello Lass, The | Lauder |
| 70107 | It's Nice to Get Up in the Morning | Lauder |
| 17711 | a Your King & Country Need You | Song: Baker |
| | b For King & Country | Song: Hamilton |
| 35373 | a Cecile. Waltz Hesitation | Castle House |
| | b Esmeralda | Orchestra |
| 17491 | a He'd Have to get Under-Get Out | Murray |
| | b and Get Under | Ada Jones |
| 17547 | a A Little Love, A Little Kiss-Waltz | Military Band |
| | b Little Grey Home in the West-Waltz | Military Band |
| 17620 | a The Ada Daba Honeymoon | Colins & Harlan |
| | b Fido is a Hot Dog Now | Murray |

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MOUTRIE'S.

OUR LONDON LETTER.

(From Our Own Correspondent.)

Attack on Mr. Churchill.

London, April 30th.

This week has been notable for a particularly bitter attack on Mr. Winston Churchill. Since the early days of the war, and even before the war, personal attacks on Mr. Churchill were common enough. Latterly he has been the object of constant veiled and vague criticisms in certain well-known London newspapers. But now at last the Morning Post, apparently supported to some extent by the Times and its satellite The Daily Mail, has come out into the open with a very grave and categorical charge against the First Lord of the Admiralty. The allegation made is that Mr. Churchill, in his youthful impetuosity and arrogant cocksureness, has over-ruled Lord Fisher and hoodwinked the Cabinet. It is said to have forced naval operations on his own responsibility, against the better judgment of the brilliant and experienced veteran, Lord Fisher, and to have deliberately allowed his Cabinet colleagues to believe that what were really his own decisions were the approved policies of the First Sea Lord and the Board of Admiralty. These are grave charges. If there is a word of truth in them, the Admiralty, or any other responsible position under the Crown in this country, ought to be made to hot to hold Mr. Churchill for another second. Impeachment would be almost too good for him. And it is surely the business of Parliament, since these charges so vitally affect the security, and confidence of the nation, no longer to ignore these insinuations, which have now become grave and explicit charges, but to clear the matter up at once beyond a shadow of doubt for ever. No man draws breath between earth and sky in the world to day on whose shoulders rests a heavier weight of responsibility than Mr. Churchill bears. The man who is responsible to Parliament and the nation for the British navy, in a war with Germany which is neither more nor less than a fight for national existence, bears no light load in his mind and conscience. If anything went wrong with the British Navy at this moment, the cause of the Allies would be as good as lost, and the future of Europe would lie in the hollow of Prussia's bloody hand. If the man who bears the brunt of that responsibility is not fit for the high role to which Fate has called him, the nation should know it, and he should disappear from the great stage of affairs as speedily as possible. But, on the other hand, public opinion through the House of Commons should insist on the Minister concerned being protected from the poisoned malice of calumny and obnoxious self-interest.

An Appeal to Reason.

Personally, I refuse, until the facts are proved beyond dispute, to believe a word of these amazing

allegations. In the first place, what high secrets of policy are known to any London Unionist journal that are not also known to the Opposition leaders? And if Mr. Bonar Law and his colleagues are aware of these facts, why have they remained silent so long? Moreover, having the advantage of some personal knowledge of Lord Fisher, I should say unhesitatingly that Mr. Churchill has about as much chance of over-riding his judgment as a baby would have of hustling Jack Johnson off a tramcar. The first Sea Lord is not built that way. He knows that the nations will hold him responsible for the high naval strategy of the war and for the proper handling of the British fleets. And he is not the man to sit down meekly at Whitehall and say nothing, while an ex-cavalry subaltern in a frock coat plays ducks and drakes with the Navy. The chief charge against Mr. Churchill is that he rushed the fleet into the Dardanelles adventure against Lord Fisher's advice, and before the military were ready to provide the indispensable co-operation on land. This seems a very unlikely tale. If Mr. Churchill over-ruled Lord Fisher and hoodwinked his Cabinet colleagues in this matter, who over-ruled the French Admiralty and who hoodwinked the French Cabinet both of whom have co-operated in the Dardanelles operations from the first? Moreover, there is the case of Antwerp, where according to the same very bitter critics Mr. Churchill is supposed to have rushed in where, not only angels, but Lord Kitchener feared to tread. A more preposterous story was never put in circulation in sober editorial type. Every body who is the least bit behind the scenes knows well enough, as was pointed out in this column weeks ago, that the Antwerp expedition, which Mr. Asquith has, parenthetically, stated to have been the decision of the whole Cabinet, was a sheer political necessity. But for that expedition, and the knowledge that it was coming, the Belgian army would, in all probability, not be fighting with the Allies in Flanders to-day, and Belgium, faint with hopeless heroism and sickened with a futile martyrdom, might have come to terms with the Hun. One hesitates to anticipate any Ministerial statement on a matter which may yet come up for discussion in the House of Commons. But I am assured on the authority of a Member of the Cabinet that political considerations of a not wholly dissimilar character influenced the Allies in what is now being condemned as the premature opening of naval operations in the Dardanelles before the necessary military co-operation was available. This Minister was indignant at the attacks upon Mr. Churchill and the infernal conclusion that would be drawn from the Morning Post article that Ministers were ordering the strategy of this war without proper foresight, consideration, or inquiry. Was it likely, he asked, that the Cabinet

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would lightly plunge into an affair of such magnitude as the forcing of the Dardanelles without first ascertaining the views of every person whose views were entitled to respect and consideration? The initial bombardment of the Dardanelles was, he asserted, dictated by two vital considerations, of which the first was a well grounded expectation that but for the initiation of this movement Bulgaria would have thrown in her lot with Turkey. There was some reason to believe also that when the Allies revealed their intentions in the eastern Mediterranean military co-operation on a not unimportant scale might be looked for from Greece even before the French and British Expeditionary Forces would become available. That expectation was brought to naught by the action of the King of Greece in over-riding his Prime Minister, Venizelos.

Von Hindenburg?
Before the fighting in the West assumed the sudden ferocity that has characterized it during the last few days, there were intermittent rumours that Von Hindenburg was coming to take command there. The Germans regard Von Hindenburg as a sort of greater Moltke, and believe that he will be able to re-establish a successful German offensive against the Allies in the West. Whether the hero of Tannenberg is really in charge of the German legions in the West now is not definitely known. It is quite likely that he is. Certainly he was in Brussels quite recently, but this might have been purely a consultative visit. The energy which the German lines have suddenly developed, however, strongly suggests that Von Hindenburg's influence is making itself felt, and possibly General Joffre has now a new adversary to wrestle with in the realms of grand strategy. The cheerful spirits of the French Commander-in-Chief are not likely to be depressed by the knowledge. Von Hindenburg failed to achieve miracles against the Russians in the East, and he is not likely to perform very miraculously under the strange conditions and against the more formidable odds confronting him in the

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Hongkong, 3rd June, 1915.
Great Northern Telegraph Company, Ltd.
Chongshinglong, Shanghai.
Giunyun, Shanghai.
Joensen Vesting, Shanghai.
Junyen, Shanghai.
Messrs. Linean, West Point, Shanghai.

Lowicow, Yueton and Company, Amoy.
R. BLACK,
Superintendent.
Hongkong, 4th June, 1915.

West. The only effect of the fierce onslaught by the Germans during the last few days round Ypres and elsewhere has been to liven up the fighting and cause enormous casualties to the enemy. The Allies will ask nothing better than that the Germans should attempt to keep it up. It will mean that the moment of crucial decision will arrive the quicker. Because the Germans cannot afford to go on throwing men away in the present reckless fashion very long. They are already out-numbered, and the Allies' preponderance will increase with every battle fought under the conditions that obtained at Ypres. The German use of asphyxiating gases is a novelty quite outside all international convention and perfectly in keeping with German practice. We used to hear a lot about the "shining armour" from the Kaiser Wilhelm. Now we know that your true German Sir Galahad up-to-date wears a mask, like a blackguard with a blood-goon, and fights not with a pious sword or a king's lance, but with test tubes and sewer

(Continued on Page 2.)

NOTICES.



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GERMANY'S VANISHING COLO- NIES, Le Sueur	1.60	HALCYONE, Elmer Glyn	1.75
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THE WAR AND OUR FINANCIAL FABRIC, W. W. Wale	4.0	SHOP GIRLS, Arthur Applin	.80
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THE A. B. C. OF THE ARMY	.80	LIFE OF H. M. KING OF THE BELGIANS	.80
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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Daily Farm Company, Ltd., Shamceen, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 9, 1915.

THE COLONIES AND THE MUNITIONS QUESTION.

We read with relief that Mr. Lloyd George has felt justified in believing that "things are going on all right" where the munition output is concerned; that "the machine is beginning to move," but, after his disclosures at the Manchester meeting on Saturday, there will be many people who henceforth will only repose a sort of half-confidence in the workman at Home. We all know that Mr. Lloyd George is possessed of a powerful and compelling eloquence, and therefore we hear with little surprise that, within four hours of his speech, provisional arrangements were made in Manchester for the production of war material. Unluckily there is little that is abiding about Celtic oratory. Just for the moment, it carries everything before it by its ferocity and fervour; it will drive men to extremes of good or of evil; but its effect does not last. That Mr. Lloyd George did his honest best to influence the workers in the right direction no one doubts; but probably no one is better aware than he that those who are most readily carried away by eloquence are also those who, when the first thrilling effect has worn off, most readily become backsliders. The point, then, that has to be kept in mind by all who value their British citizenship, is that the Empire ought not again to be placed entirely at the mercy of the trade unions.

Those who have it most in their power to prevent that state of dependence are the directors or proprietors of the engineering works in the various regions overseas. That the Britisher away from Home is loyal to the finger-tips has been proved often enough; apart from the thousands who have gone to join the colours from all quarters of the world, additional testimony lies in the readiness of every colonial to put his hand in his pocket for the sake of the Old Country and—more recently—in the offer of eight hundred Canadians to go to England to bear a hand in the making of war material. In connection with this offer the question arises: "Could not these men, and hundreds of others, do the work in Canada and keep up a steady supply week by week? Allowing that the Home store-yards would have to wait from a week to a fortnight for the first shipment, after the first delay, remoteness would not enter into the matter. The same may be said of the other Dominions; if, for instance, Australia or South Africa undertook to supply so many hundred or thousand shells per week, distance, again, would no longer count after the consignments had begun to arrive in England.

The Crown Colonies have not the facilities enjoyed by the larger Possessions known as "white men's countries." In Hongkong, in the West Indies on the West Coast of Africa, at the Straits and in Ceylon the custom is pretty much what it is in India: the white man does not perform manual work. But there are thousands of local natives in all the regions we have mentioned who are more than willing to do their part towards making the ammunition on which our troops are dependent, and we have no doubt that, under British overseers, they would work industriously and well. While the bulk of the work was being done in the Dominions (or in India) each of the small colonies could, we have reason to believe, quite well make itself responsible for minor matters connected with this very necessary manufacture. To take a concrete instance, while Hongkong cannot undertake to supply shells ready for use, it can share with (let us say) Singapore and Colombo the manufacture of so many thousand component parts of shells per month. Both Hongkong and Singapore are well off for skilled engineers, and the natives under their control are, in many cases, thoroughly competent and trustworthy men; and both Colonies are blessed with good engineering plant. There are now no wandering German cruisers to interfere with shipments of material or of shells; and though we are well aware that Hongkong could not send large contributions, just now it is a case of every little helping. Mr. Lloyd George has told the world that our success depends on the amount of ammunition sent to the Front. Surely that is final.

Protecting British Trade

In another column will be found a short account of a meeting that has taken place on Shameen in connection with the establishment of a British Chamber of Commerce for Canton. Over thirty firms will be represented in the new Chamber, and there is every reason to hope that, within a comparatively short space of time, it will be influential enough to make its voice heard among those at Home who seem to think that British trade out here is in no way imperilled by recent happenings. At present the replies to questions raised in the House on the subject continue to be what they have been all along: utterly unsatisfactory. The Imperial Government seems to have thought that the big China firms would be content to be patted on the head, told to be good and recommended to cultivate the virtue of patience. This is all very well, but these firms happen to be cut here for business and not for fun or foolery, and a long series of just such replies as Lord Robert Cecil vouchsafed last night becomes not only exasperating but insulting. It is a lamentable thing that the commercial men of Canton should be obliged to band together in self defence at a time when our first and our last thought should centre in the progress of the Allies; but what alternative is left to them?

Traffic Prosecutions.
We found it necessary to draw attention on Monday to the unsatisfactory condition of our streets, owing to the disorderliness of chair and ricksha coolies. Who is to blame we do not know; it is for the authorities to settle that matter among themselves. We are, however, glad to be able to add (as we did in yesterday's issue) that, during the month of May, there were 204 prosecutions against those in charge of chairs, rickshas and trucks, for various traffic offences. Where the trucks are concerned there has unquestionably been an enormous improvement since the *Telegraph* carried on its little crusade in the matter some two and a half years ago; and the fact that so many prosecutions have been instituted by the police in regard to the chairs and rickshas shows that measures are being taken to make our streets safer. Yet there is the incontrovertible fact that the localities which we mentioned in Monday's leaderette are—were as recently as yesterday evening—dangerous for foot-passengers. Are the fines severe enough? The 204 persons prosecuted contributed an aggregate of \$824.50 to the Colony's revenue, which works out roughly at three dollars per offence. One feels that the magistrates should take more fully into consideration the obvious fact that the coolies are breaking the law with their eyes open; that they are setting it at defiance, for that matter. Let the law try stopping a few licences, doubling the fines or sending the unruly ones to gaol, and we think an improvement will soon be noticeable.

Another Bogus Interview.

When the statement was made, some months or so ago, that the Pope had given an interview to a correspondent of the *New York World*, we ventured to express the opinion that it was most unlikely that His Holiness would make the statements attributed to him, even if he consented to see the newspaper gentleman from New York at all. It will be seen, from a passage from the *Osservatore Romano* which we published yesterday, that our surmise was correct. Why the American press, which might be great and influential, continues to stoop to such measures we have never been able to understand. Of course any editor is liable to be humbugged once by copy sent in by an unscrupulous correspondent, however thorough his pretensions may be, but with the American press this sort of thing seems to be a daily occurrence. False reports are scarce in British papers and bogus interviews are practically unknown. Unfortunately, however, the unenviable reputation of the American newspaper man has, vulgarly speaking, "poisoned the pitch" for those of other nationalities, with the result that public men are growing to avoid the pressman as they would avoid the plague.

DAY BY DAY.

"A MAN WHO PAUSES IN HIS HONESTY."
WANTS LITTLE OF THE VILLAIN."
The Weather.
Lower level 8 a.m. Temp. 83; fine.
At the Peak 8 a.m. Temp. 75; Clear.

Count the Columns.
Yesterday the *Telegraph* published 36 columns of solid reading matter. To-day there will be 35½ published.

The Mails.
Siberian Mail.—Due per s.s. Luchowt-day.

Siberian Mail.—Close per s.s. Liangchow to-morrow at 3 p.m.

Up to the Minute—Share Market News.

Closing prices:—
Union Insurance Society of Oton, Ltd.—\$855, sales and buyers.

Douglas's.—\$48.
Hongkong Lands.—\$108, sales and buyers.

Humphrey's E-states.—\$6.90, sales.

Ewo's.—Tls. 182, sales.
Green Islands.—0.80, sales.

Lazons.—\$28, sales.
China Sugars.—\$115, buyers.

Kung Yika.—Tls. 13.90, sellers.

The Dollar.
The rate of the dollar on demand to-day is 1s 9d.

To-day's Anniversary.
To-day is the 234th anniversary of the death of William Lilly the astrologer and almanac maker.

The Tennis Match.
We are informed that Mr. N. E. Kent will be unable to play in the tennis match between the Brothers Hancock and Messrs. H. A. Nisbet and N. E. Kent, Mr. C. J. Hewitt will take his place. The match will begin at 4.45 p.m. to-morrow, after which Miss Kelly has kindly consented to present the cup to Mr. S. E. Green, for the Championship of the Colony, and the other prizes.

Good Roman Catholic Publication.

We have received a copy of the June number of that very interesting Bulletin of the Catholic Women's League, which is as good a publication of its kind as can be desired. Quite a fair amount of space is devoted to the doings of the League, which is remarkably varied in its activities, and reports of various functions of a Catholic interest are given prominently. A well balanced foreword on "Catholicism and the War" sums up admirably the position of the readers to their enemies of the same religion and breathes a wonderful spirit of tolerance which every man would do well to emulate. An article "Modern England and the Catholic Faith" has many true things in it about the former position and the present of Roman Catholics in England, while a reverential article on behaviour at Benediction, should prove of great help to many.

CANNED GOODS TRADE IN CHINA.

The Board of Trade have received from the British Embassy at Washington a copy of a report on the canned goods trade in the Far East, issued by the United Department of Commerce. It appears that the trade with China in canned goods is carried on by wholesale merchants in the Treaty Ports—mainly in Shanghai and Hongkong. Scarcely any canned goods go beyond the Treaty Ports, except to the missionaries. The present demand for canned goods in China is limited practically to the foreign element. Personal observation and inquiries confirmed the impression that canned goods are not sold to many of the native Chinese, yet it is noticeable that many western ones have crept in, and in matters of food there is a tendency to adopt western dishes. Condensed milk has become an important article of import into both China and Japan, and has penetrated into the inner parts of China with only a small amount of advertising. With the exception of the trade in condensed milk, it appears that in Japan, as in China, the imports of canned goods are sold principally to the foreign population, and each nationality, of course, prefers the canned foods of its own country. If there is to be any great increase in the sale of these foods it must be to the Japanese themselves.

NOTES ON THE CRISIS.

PANIC AND DISHASE IN TURKEY.

The Failure of the Zeppelin.

The wires in our issue of yesterday told a thrilling story of the heroism of British airmen. Before war broke out, our air service was undeniably a long way behind that of France or of Germany. To the bitter end Britishers will take slowly to new ideas, and probably not five per cent. of us ever regarded air warfare as a serious possibility. It is, however, just as characteristic of our men that, when they have once become favourably impressed with strange methods, they should adopt them with such speed as will go far to make up for lost time. Of Lieut. Warneford's exploit Reuter gives us more ample details this morning. Theoretically the British have never placed much faith in the Zeppelin, and now we have a practical illustration of its helplessness against a small machine when the latter is under the control of a bold and cool-headed man.

Our Home Air Fleet.

The Germans have always contended that the structure of their giant air ships was such that they could still sail, after apparently serious damage had been done to them by shells or bombs. But all the argument in the world will not set aside the plain fact that the Zeppelin makes an excellent target. Apropos of this type of craft, General Lloyd's remarks, quoted in a later wire, constitute a useful hint to the grumblers. The Zeppelin unopposed is obviously a terrible weapon in the hands of the enemy, and that, in reasonably clear and fair weather, could convert Britain into a heap of ruins very speedily. Yet, if we tot up all the casualties brought about at home by air raids of various sorts, they amount to practically nothing.

Reprisals.
"By God's dispensation," says a pious German staff order, "we have received a new and potent weapon in the gas warfare which we have vanquished our enemies." This is the sort of blasphemous twaddle that one would expect of the godly Prussians. We are wondering if the reprisals which the British Government contemplates will be attributed by them to the same source. We read with interest, in this connection, the French communiqué which says that our Ally's troops have sprayed German trenches with burning liquid. Such methods are against the grain of the French and British temperaments; but how are they to be avoided? Of course the Germans are too thick-witted to comprehend, much less to appreciate, the extreme reluctance with which the Allies descend to their level and adopt the use of gas or of burning liquids. It happens that Britain and France have century upon century of the traditions of chivalrous and straight fighting behind them, as against the cultured Hun record of the enemy. In France from before Charlemagne, and in Britain from before Alfred the Great, the history has been one long story of battle; but of clean battle. In Germany heroes have arisen spasmodically, but the bulk of the population, during all these hundreds of years, have been "base, mechanical persons," content to grow rich behind shop counters while robber barons and a few handfuls of mercenaries did the fighting.

Turkey's Heavy Load.

Turkey's troubles are on a gruesome increase, and the fact that no less than seventy-five doctors have died of typhoid tells us all that we need to know about the ravages that the disease must be making among a people who, at the best, and most prosperous of times, do not attach great importance to sanitary matters. What their esteemed allies think of their chances of maintaining their position and driving their enemies out of the Dardanelles is manifest from the advice given to the Sultan—all of which is so ludicrous that even Reuter must smile as the wire is jotted down. Now Turkey must love Germany at the present moment.

KOWLOON CANTON RAILWAY.

Alterations in the Timing of the Trains.

In another column an advertisement appears in connection with the Summer Train Service on the Kowloon Canton Railway, which will be inaugurated on June 15. It will be noticed that one or two important alterations have been made in the timing of the trains. In making a time table for a new railway the timing of the trains is always somewhat of the nature of an experiment and the Management can only be guided by "feeling the pulse of the public," and by public expressions of opinion which are more often obtained through the columns of the Press than otherwise. No matter what nature the criticisms may take, they are always welcomed. The alteration in the timing of the express trains, of which there will in future be three instead of two, has been very anxiously considered; the authorities have been guided, so far as possible, by the wishes of those using the trains and they can only hope that not only the public but the Railway will benefit.

So far as the local train service is concerned during the Summer months the 8.45 a.m. Gollers train on Sundays and Public Holidays will not be run, but a train will leave Kowloon at 8.55 a.m. Previous experience has shown that two trains in the early morning during the summer months are unnecessary on Sunday and Public Holidays, so that the 9.35 a.m. train has been cancelled, and the next train will be the 11.25 a.m. as formerly.

The new express train, which leaves Kowloon at 4.00 p.m. daily, will call at Tai Po or Sheung Shui on notice being given to the guard at Kowloon, and is timed to reach the latter station at 4.35 p.m., so that golfers, on any day of the week, have the opportunity, which they have not had previously, of commencing a round of golf at Sheung Shui at 5 p.m. The return journey is made by the train leaving Sheung Shui at 9.30 p.m. allowing ample time for playing 18 holes and dinner at the Club.

The train on Saturdays, which has not been receiving the support anticipated from the public, will be discontinued during the Summer months.

BRITISH CHAMBER OF COMMERCE FOR CANTON.

Committee Elected.

At a meeting of representatives of British firms held at His Majesty's Consulate General at Canton on the 28th ultimo, it was unanimously resolved to form a British Chamber of Commerce at Canton.

The following gentlemen were elected as a committee to draw up a set of rules for the Chamber:—Messrs. H. Staples Smith (Deacon and Co., Ltd.), O. V. Lanning (Jardine Matheson and Co., Ltd.), D. Forbes (Hongkong and Shanghai Banking Corporation), H. S. Kavarana (S. F. Kavarana), W. H. Bell (Asiatic Petroleum Co., South China, Ltd.) and A. V. Hoag (Ries and Co.).

Over thirty firms have joined the Chamber as original members and it is confidently expected that the organisation will prove to be of material advantage to British traders at Canton.

SNAKE KILLED ON THE PEAK TRAMWAY.

We are informed that the passengers by the 9.40 Peak tram this morning had the unusual experience of riding over a large snake. The reptile was crossing the metals near Barker Road when the wheels put an end to its existence. We understand that it was of a kind not common in Hongkong; 6 ft. 2 inches long and 8 inches in greatest diameter, the body being marked with green and white stripes.

TEXT OF DRINK BILL.

Backed by Chancellor, Premier, and First Lord.

The text of the Bill which Mr. Lloyd George introduced for restricting the supply of liquor has been issued. It consists of two clauses only. The Bill proposes to give power to His Majesty in Council to issue regulations under the Defence of the Realm Consolidation Act 1914, to take effect in any area to which they are applied under this Act.

(a) For giving the prescribed Government authority to exclusion of any other person the power of selling or supplying or controlling the sale or supply of intoxicating liquor in the area subject to any exceptions contained in the regulations;

(b) For giving the prescribed Government authority power to acquire compulsorily or by agreement, and either for the period during which the regulations take effect or permanently, any licensed or other premises in the area, or any interest therein, so far as it appears necessary or expedient to do so for the purpose of giving proper effect to the control of the liquor supply in the area;

(c) For enabling the prescribed Government authority without any licence to establish and maintain refreshment rooms for the supply of refreshments—including, if thought fit, the supply of intoxicating liquor—to the general public or to any particular class of persons or to persons employed in any particular industry in this area;

(d) For making any modification or adjustment of the relations between persons interested in licensed premises in the area which appears necessary or expedient in consequence of the regulations; and,

(e) Generally for giving effect to the transfer of the control of the liquor traffic in the area to the prescribed Government authority, and for modifying, so far as it appears necessary or expedient, the provisions of the Acts relating to licensing or the sale of intoxicating liquor in their application to the area.

Any regulations made before the passing of this Act, under the powers conferred by any Act dealing with the Defence of the Realm as respects the restriction of the sale of intoxicating liquor, are hereby declared to have been duly made in accordance with those powers.

The short title of the Bill is "The Defence of the Realm (Amendment) No. 3 Act 1915," and it is backed by the Chancellor, the Premier, Mr. Churchill, and the Attorney-General.

RETAINING FEES!

Really, one may be permitted a little astonishment at the fees which the Admiralty are paying to six distinguished consultants. Each of the six is a man of the most undoubted eminence in the medical profession, and we are all in favour of proper remuneration to men at the head of their calling. But five thousand a year, with liberty to keep their private practice as well! It is said that the profession in general regards the fee as absurdly extravagant, and that the eminent consultants themselves are quite unable to understand how they come to be so favoured by Providence and the Government. We have not the least doubt that the fee in question does not represent a quarter of what these consultants earn in private practice, but we are sure they are the very last men in the world to be influenced by any consideration of that sort. In all probability the Admiralty could have had their services gratis for no one is more ready than the great doctor to place himself at the disposal of the country. We cannot but think the present arrangement a very extravagant one, and we wonder whether, before it was entered into, professional views were collected.

COMPANY MEETING.

The Dominion Rubber Co., Ltd.

An extraordinary general meeting of the Dominion Rubber Co., Ltd., was held in the Chamber of Commerce Rooms yesterday afternoon. Mr. E. T. Byrne presided, and the other directors present were Messrs. E. S. Kadoorie and F. Satterlee, while the attendance represented 24,633 shares.

The meeting was held for the purpose of considering a proposal to issue a further 32,500 shares, at a premium of Tls. 5 each (equivalent to Tls. 6 per share), such issue being allotted to shareholders in the proportion of one new share for every two shares now held.

The circular convening the meeting having been read, the Chairman said:

Gentlemen,—On the occasion of the annual general meeting on May 11, I alluded to the question of the company's indebtedness and to certain schemes by which the same might be liquidated. At that date there was no distinct intention to take any immediate action although, as I then mentioned, there was a feeling among the directors that the shareholders should derive some benefit in the shape of dividends from the rapidly improving earnings of the company.

On the date of the last meeting the company's shares were quoted at Tls. 5.50, and a few days subsequently the Board received a proposal to take up 32,500 shares at Tls. 6 each which would provide the sum of Tls. 195,000 or sufficient to liquidate the company's indebtedness and leave a substantial surplus. The acceptance of this offer would have meant that the company's capital would stand at Tls. 100,000 and that, as there would be no debt remaining all profits this year could be devoted to payment of dividends. Your directors, however, felt it their duty to give the shareholders a preference in taking up any new issue of shares, and for this reason they were compelled to decline the definite offer referred to.

The scheme in itself, however, appealed to the directors and they decided that the fairest way of dealing with a new issue of shares would be to give every shareholder the option of taking them up to the extent of 50 per cent. of his present holdings at the stipulated price of Tls. 6 per share. It is sound business to take advantage of the present favourable opportunity to relieve your company of debt and place it in a first-class position as regards the future.

When addressing you at the general meeting, I intimated that the Board before taking any definite action or in any way changing the former policy would consult with the shareholders and in pursuance of that promise we have now called this extraordinary general meeting for the purpose of explaining precisely what our scheme is, and also to give all shareholders an opportunity of expressing their own views. The directors will naturally be guided by the consensus of opinion. I think, however, it must be clear to the majority that the plan by which we propose immediately to place the company on a dividend-paying basis is the most advantageous one which could be put before you.

There is one point about the scheme which requires to be explained, which is that if we were to allot one new share for every two of the 67,500 old ones we should have to issue 33,750 new shares of 1,250 more than we propose to have. For many reasons it is convenient to restrict our capital to the round figure of Tls. 100,000 and, moreover, we do not require any further funds beyond what we can raise from 32,500 shares. The directors therefore suggest that they should give up these excess 1,250 shares from their own allotments in consideration of their being allowed to take up any shares not applied for by the due date. Seeing the advantage of subscribing for shares at Tls. 6 as against the present market rate it may be assumed that there will be few, if any, unapplied for, and the directors are more likely to lose than gain over this method of arrangement, which, however, is the only convenient one which occurs to them. As to the limit

LANGKAT OUTPUT.

June 1	Tons	295
" 2	"	313
" 3	"	322
" 4	"	298
" 5	"	287
" 6	"	320
" 7	"	299
" 8	"	319

Total to 8th inst. 2451

Daily average 306.38

of time for subscribing to the new issue the directors propose to limit the date to June 15, which should allow ample time.

We have already told you that the Articles of Association confer full powers upon the directors to proceed with the issue of shares and that the authority of a general meeting is not required. I do not therefore intend to place any resolution before you because if I did so it would necessitate a confirmatory meeting and so unnecessarily delay the completion of the subscription.

I now invite any shareholders present to state their views upon the subject.

Mr. R. Macdonald said that the raising of capital, whether by increased shares or debenture issue, was usually a matter of Hobson's choice. With that company, however, such an alternative did not present itself. The company's bankers were quite willing to continue the existing overdraft, knowing full well that in the near future the same would be materially decreased and eventually paid off. The question then arose, why the need for that proposed change? Was it a sounder policy to rush in, as it were, and increase the capital for all time, or to wait a little, seeing that the reward of patience was on their side. He ventured to assert that there could be only one reply to the question if the future, and not the immediate present, was considered. He was of opinion that it was the future which required their consideration. The Chairman, in his speech at the annual meeting, referred to the company being under-capitalized. From his tone, one would almost imply that he regarded this as a species of disease. Would that some of the other undertakings they were interested in were suffering from a similar pest. The figure at which the capital of the company at present stood was its attractive feature. Let them retain it. They were tapping their product with some degree of success; he asked them not to begin tapping at the other end. He moved that the capital of the company remain unchanged.

There was no second.

Mr. G. Nielsen said that both individuals and companies, when they were in debt, should pay their debts. Assuming for argument's sake that the future would not be so rosy, and that rubber dropped to 1s. 4d, what about their debt with the bank then? The increasing of their capital was very small when they considered the small capital they had already.

Mr. Satterlee said: Your directors have been mainly actuated by a desire to put this company on a sound basis. There is hardly any probability, but a financial crisis can come upon, with a call demand for a large amount hanging over the company, would be dangerous, and experience has shown that small shareholders who collectively represent a large interest do not come with assistance when required but stand on what they have and leave it to the large interests to do the needful. If they had failed you, many Shanghai companies which are now on the road to success would have gone under the hammer. In these abnormal times when everything is improbable, it may not be possible nor convenient as before, therefore your directors deem it the soundest business judgment to place your company on its feet free from all possibility of chance.

Mr. Spelman expressed the opinion that it was a sound policy to put the company on a dividend-paying basis.

The chairman asked for a show of hands for the directors' proposal, and only Mr. Macdonald voted against it.

The Chairman said the new issue would come in on June 15, but shareholders in the ports would be given a longer time.

VOLUNTEER RESERVE ORDERS.

Parades.

H.K.V.R. Orders issued to-day by Major Wakeman Commanding H.K.V.R. state:—

Sections 1 and 2 of "A" Co. and 3 and 4 of "B" Co. and the whole of "C" Co. will parade outside the Law Courts at 5.15 p.m. on Friday, June the 11th. Dress Drill Order.

Recruits will parade under S. M. Bond on the Cricket Ground at 5.15 p.m. on Monday, June the 14th, Wednesday, June the 16th, and Thursday, June the 17th. Dress Drill Order.

"D" Co. will parade on the Parade Ground at Vol. Headquarters at 5.15 p.m., Wednesday, June the 16th under S. M. Cooke for aiming and position drill and musketry exercises.

Guard.

The H.K.V.O. will relieve the H.K.V.R. on the Detention Camp Guard on Saturday, June the 12th.

The H.K.V.R. will relieve the H.K.V.O. on Saturday, June the 12th, at Gun Club Hill, and Volunteer Headquarters.

Gun Club Hill Guard will consist of 3 N.C.O.'s and 24 men of Sections 2, 3 and 4 of "C" Co. under Lieut. Blason and will mount nightly throughout the week at Gun Club Hill from and including Saturday, June the 12th, to Friday, June the 17th at 10 p.m. Dress Full Marching order with 150 rounds of ammunition. Troops to be worn.

The Volunteer Headquarters Guard will consist of 1 N.C.O. and 3 men who will form the guard from 7 a.m. to 7 p.m. and one N.C.O. and 6 men from 7 p.m. to 7 a.m.

The guard will be arranged by the Section Commanders from the Sections detailed below.

Saturday June 12th Section 1 of A Co. Sunday June 13th Sec. 2 of A Co. Monday June 14th Section 3 of A Co. Tuesday June 15th Section 4 of A Co. Wednesday June 16th Section 1 of C Co. Thursday June 17th Section 1 of B Co. Friday June 18th Section 2 of B Co.

Leave. Applications for leave of absence for more than 1 month must be sent by O.C.'s Companies to the Adjutant at least 14 days before the intended date of departure, stating rank, Company and Section, length of leave desired and destination.

Applications for shorter leave may be granted as heretofore.

Orderly Officer for the week—Lieut. Bonn.

Orderly Sergeant for the week—Sargt. Hurley.

Note. Commencing to-day the 9th inst., the guard for the Detention Camp will parade at the Ferry Wharf at 6.10 p.m. and cross to Kowloon by the 6.25 p.m. ferry. The Detention Camp Guard and the Gun Club Hill Guard will travel from Kowloon to Hongkong by the first available ferry each morning. The Star Ferry Co. have kindly consented to convey these guards free, but only on condition that they travel altogether, under command of an Officer.

PRINCE OF WALES FUND.

The Prince's Thanks.

We have received the following from the Hon. the Colonial Secretary:—

Buckingham Palace, 26th April, 1915.

The Chairman, Prince of Wales's National Relief Fund,

Hongkong. Dear Sir,—I am desired by the Prince of Wales to thank you for the donation of 27,000 which you have forwarded from Hongkong to the National Relief Fund. His Royal Highness is most grateful for this continued and magnificent support, and asks you to be so good as to make known to all the subscribers how warmly he appreciates their generosity.

I am, Yours faithfully, (sd) WALTER PEACOCK, Treasurer to His Royal Highness.

DAIRY FARM NEWS.

BUTTER & CHEESE.

Owing to the abnormal prices ruling at present in Australia for Butter, and the rise in the price of Canadian Stilton Cheese, we have been compelled to advance our retail prices to the following:—

DAISY BUTTER	...	...	...	\$1.10 per lb.
DAIRYMAID	...	...	...	1.00 "
BUTTERCUP	...	...	...	.90 "
PASTRY	...	...	...	.80 "
CHEESE	...	...	...	.70 "

These prices have been approved by the Food Committee and came into force on 24th May, 1915.

TO-DAY'S ADVERTISEMENT.

BATHING EVERY EVENING AT NORTH BEACH. ICES.

Cold Minerals, Tea, Coffee, Cakes, etc. Supplied from 4 p.m. daily at Hongkong prices. With Best attendance.

THE ALEXANDRA CAFE CATERERS.

ANOTHER BIG OPIUM SEIZURE.

Over Half a ton of Opium Seized in four days.

Roughly speaking, over half a ton of opium of all kinds and conditions has been seized by the Water Police during the week end, as the result of a remarkable period of activity. The haul on the last occasion is all the more noteworthy by reason of the fact that the Revenue Officers, who have been showing up so well, failed to seize twenty odd packages of opium, each weighing somewhere over forty pounds in spite of a search lasting a considerable time.

Yesterday the Revenue officers, who were apparently in possession of some information paid a visit to the s.s. Bendeluch newly arrived from Europe. They made an extensive and careful search but failed to discover anything, leaving the ship with the intention to return and have another try a little later. The Water Police also were on the *qui vive* and paid a visit to the *Bendeluch*, as she was laying alongside Holt's wharf in the early hours of the morning. They were rather more fortunate and eventually found the drug hidden in the bilges below the engines.

There were more than twenty-one packages, most of them in time, though a few were simply wrapped in sackings. The value of the drug thus found estimated at about ten dollars per lb., would be about \$8,000. The police search party was led by L. S. Clarke. No arrests were made.

Opium on a Junk. The second seizure in point of importance, but first in point of time, was that by Det. Sergt. Pincoff who with a party of Police visited a cargo boat at Mongkok on Monday and found 435 lbs. of opium in eleven sacks on board. In this case three arrests were effected in the persons who were aboard the junk at the time.

This morning they appeared before Mr. J. R. Wood at the Police Court, when it was stated that the opium was found beneath the boards of the sleeping compartment in which the men, who denied all knowledge of the stuff, were found.

The first defendant was sent to prison for a year's hard labour while the others were remanded to give his Worship an opportunity of inspecting the craft.

Large Fines for Smugglers. Inspector Kerr also charged three Chinese with numerous counts in connection with the exportation and possession of three quantities of opium:—77 taels, prepared; 279 taels, loose; and 48 taels, prepared. It appeared from the story for the prosecution that the men were stopped

POLICE RESERVE ORDERS

Hongkong Police Reserve orders issued to-day state:—

Parades. (Central Police Station, 5.30 p.m.). Wednesday, June 9th.—Chinese Platoons, Rifle Exercises. Thursday, June 10th.—A. S. P's Parade of all N. C. Officers with Martinis.

Friday, June 11th.—No. 1 British Platoon with Service Rifles; also Chinese Recruits Platoon under Sergeant-Major.

Stores. Platoon Commanders will send at their earliest convenience to Store-Sergeant Tapp, China Mutual Life Insurance Co., Alexandra Bldg., the following lists:—

(a) Names of men with armet and numbers.

(b) Names of men requiring armet.

(c) Names of men with tranchions.

Fill pipe in Trouble. This morning in the Police Court, Fortunato Pense a Filipino was charged before Mr. J. R. Wood, with throwing away on board the s.s. Cuiyo Maru. The man said he had had a tinker, which he gave up to an agent before he was arrested. The case was remanded until to-morrow.

TO-DAY'S ADVERTISEMENTS.

WANTED.

WANTED.—An European Second Engineer for H.M. Tug "Atlas." Rate of pay, \$7.00 per day for seven days per week. Apply to Chief Engineer, "H.M. Dockyard."

WANTED.

WANTED.—Governess at the peak for 6 months, child 8 years 9.30 to 12.30 daily. State Salary to Zeno c/o "Hongkong Telegraph."

WANTED.

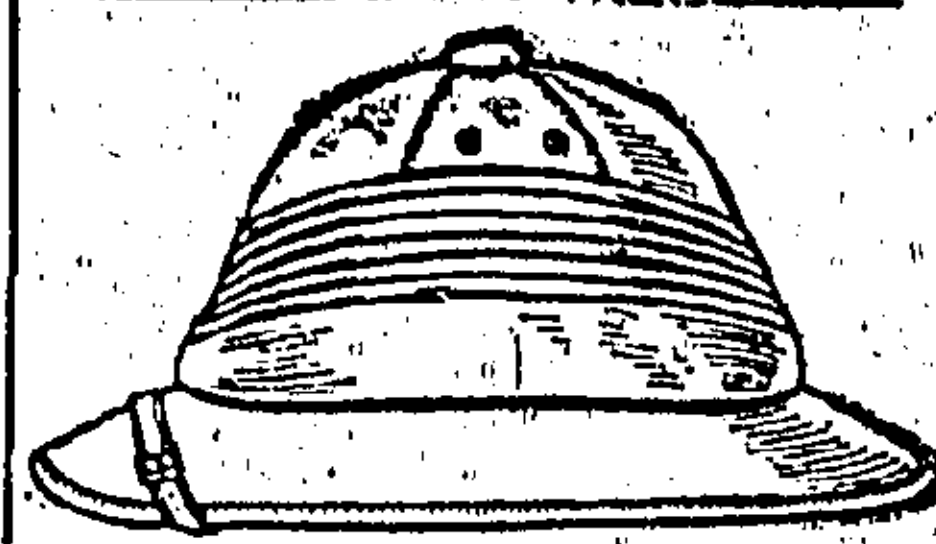
WANTED.—By a Japanese Naval Officer, private lessons in English. Communicate with "JAPANESE" c/o "Hongkong Telegraph," stating what time daily may be given, and terms per month.

MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS.

SMART and SERVICEABLE

SUN HATS



From \$7.50 each.

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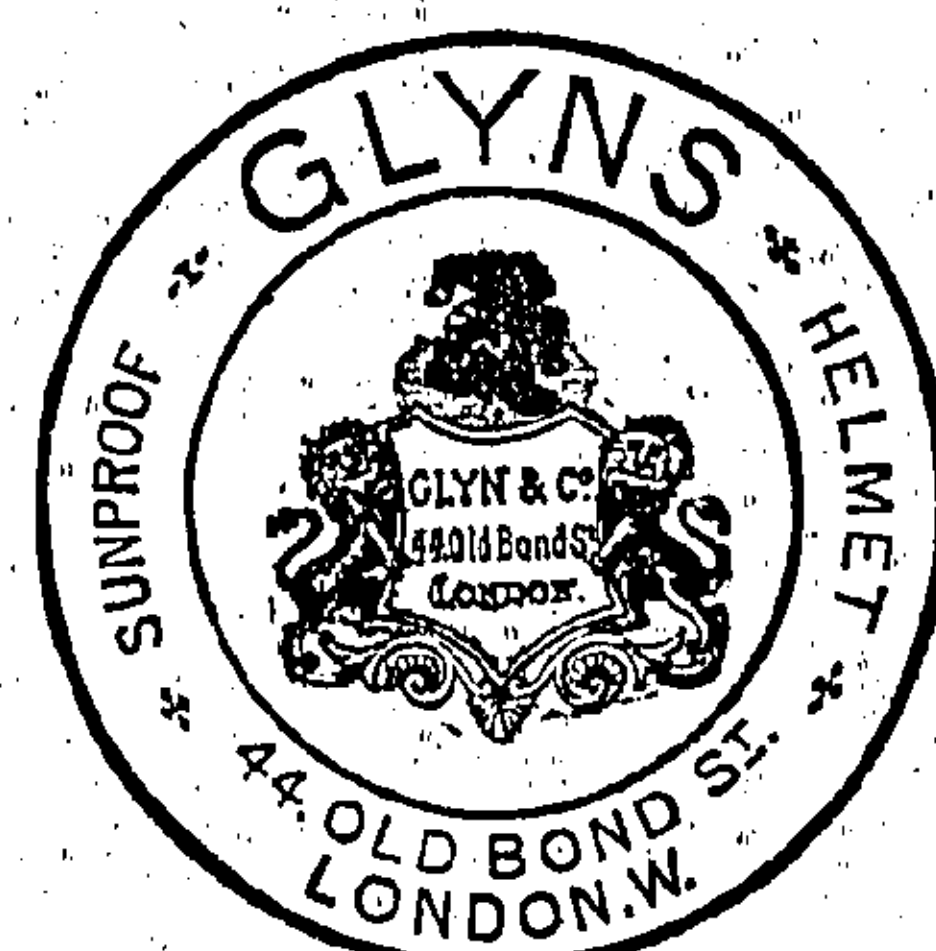
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Grand Assortment in

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PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

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Head Office for the Far East:—16, DES VŒUX ROAD, HONG-KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing sailings and fares from the Far East to all parts of the World, will be forwarded free, on application. Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	17th June.	21st June.
TAIWAN	9th July.	14th July.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc, and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to
Butterfield & Swire.
Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Hela," tons 5,257, Capt. Butler, will be despatched for Shanghai, Yokohama, Kobe & Moji on the 19th June.

WESTWARD.

The S.S. "Dunera," tons 5,330, Capt. Munro, will be despatched for Singapore, Penang, Rangoon & Calcutta on the 8th June.
The S.S. "Japan," tons 6,013, Capt. Seddon, will be despatched for Singapore, Penang and Calcutta on the 20th June.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, June 4, 1915. Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT CO., Ltd. and CHINA NAVIGATION CO., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 9th JUNE.

10.00 p.m. Kinshan. 5.00 p.m. Fatshan.

THURSDAY, 10th JUNE.

8.00 a.m. Honam. 8.00 a.m. Heungshan.
10.00 p.m. Fatshan. 5.00 p.m. Kinshan.

Single Fare by Night Steamer.	\$ 6.00
Return Fare by Night (available also for Return by day Steamer).	10.00
Single Fare by Day Steamer.	4.00
Return Fare by Day Steamer.	8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, tons 1,651 | s.s. Taishan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 13th JUNE.

The Company's Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD., & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

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Opposite the Blake Pier.

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HIPPO YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Hirano Maru Capt. Fraser	T. 16,000 {THUR., 17th June at noon.
VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	Aki Maru Capt. Noma Tamba Maru Capt. Nagasuye	T. 12,500 {TUES., 15th June at 4 p.m. T. 12,500 {TUES., 29th June at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. K. Soyeda Nikko Maru Capt. Takeda	T. 13,500 {TUES., 15th June at 4 p.m. T. 9,600 {FRI., 16th July at 4 p.m.
CALCUTTA via Singapore, Penang & Rangoon	Tosa Maru Capt. Tukano	T. 12,000 {MONDAY, 14th June.
BOMBAY via Singapore, Malacca and Colombo	Rangoon Maru Capt. Nomura	T. 12,000 {SATURDAY, 12th June.
KOBE & Yokohama		
SHANGHAI, Moji & Kobe	Bombay Maru Capt. Ohta	T. 8,000 {TUESDAY, 20th June.
NAGASAKI, Kobe & Yokohama	Nikko Maru Capt. Takeda	T. 9,600 {SUNDAY, 13th June, a.m.
SHANGHAI, Kobe & Yokohama	Kamo Maru Capt. Shimizu	T. 16,000 {WED., 16th June, a.m.

Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Hirano Maru	16,000 tons	Thursday 17th June
Katori	20,000 "	" 1st July
Kamo	16,000 "	" 15th July
Kashima	21,000 "	" 29th July

FOR AMERICA.

Aki Maru	12,500 tons	Tuesday 15th June
Tamba	12,500 "	" 29th June
Yokohama	12,500 "	Thursday 8th July
Sado	12,500 "	Tuesday 27th July
Awa	12,500 "	Tuesday 10th August

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

HAIPHONG	Sungkiang	10th June at noon.
SHANGHAI	Liangchow	10th June at 4 p.m.
W'WEI CHEEPOO & T'HSIN Kueichow		11th June at noon.
SHANGHAI	Luchow	13th June at 9 light.
MANILA, CEBU & ILOILO	Tean	15th June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chihua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Cheuan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

Telephone No. 36.

Hongkong 9th June, 1915.

BUTTERFIELD & SWIRE.

Agents.

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JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer.	From	Expected on or about	For	Will leave on or about
Tjilatjap	JAVA		S'HAU & 1st half June	JAPAN
Tjipanas	JAVA	4th June	JAPAN	1st half June
Tjitaroem	JAVA	15th June	S'HAU	2nd half June

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"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

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York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Tuesday, 8th June, at noon.
First Class to London		£71.10. Return (6 months) £120.
First Class to New York		£50. " " £63.10.
" " " San Francisco		£45. " " £63.

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Kiyo Maru 17,200 - 15 knots Saturday, 10th July.

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THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans		22nd June at 11 a.m.
Empire	24th June	17th July "
Eastern	15th July	9th Aug. "
Aidenham	2nd Aug.	23rd Aug. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

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Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers and Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Halching	W. C. Passmore	FRI., 11th June at 2.30 p.m.
Halmun	A. H. Stewart	TUES., 15th June at 2.30 p.m.
Haitan	J. W. Evans	FRI., 18th June at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

LOG BOOK.

The Pacific Coast.
San Francisco, April 10.—An amended application under the Panama Canal Act was filed yesterday at Washington with the Interstate Commerce Commission by the Southern Pacific Co. In the amended application the railroad attempts to meet the decision of the Commission on its first application, and announces its intention not to send any of its vessels even a part of the way through the Panama Canal. The amended routes are as follows: "From and after July 1, 1915, the steamship company will engage (in addition to its Hawaiian-Asiatic traffic hereinbefore described), in traffic between San Francisco and the ports of San Blas, Manzanillo, Acapulco and Salina Cruz, in the Republic of Mexico; Ocos, Camperico and San Jose de Guatemala in the Republic of Guatemala; Acapulco, La Libertad and La Union, in the Republic of Salvador; Amapala, in the Republic of Honduras; Corinto and San Juan del Sur in the Republic of Nicaragua; and Punta Arenas in the Republic of Costa Rica, between said ports above named, between said Mexican and Central American ports and Europe, and between said Mexican and Central American ports and Atlantic and Gulf ports of the United States, which said traffic with Europe and with the Atlantic and Gulf ports will be handled by the steamship company to or from Balboa, trans-shipped in connection with the vessels of other lines in no way connected with the petitioner. It will also engage in traffic between the ports of Mazatlan, Mexico, and other Mexican and Central American ports above named, and between Mazatlan and Atlantic and Gulf ports of the United States." After having travelled 30,000 miles, during the last eight months, in the service of the British admiralty, the Blue Funnel liner Proteus has arrived at Victoria from a trip to Lower California, where she carried salvage apparatus to the scene of the wreck of the Japanese cruiser Asama. The Proteus has been several times up and down the coast, calling British and Japanese cruisers, and on two occasions made trips through the Panama canal to the West Indies, once to coal a battle cruiser. The steamship has now been released from government service, and will be dry-docked for a cleaning and painting, after which she will load a cargo for Europe, via Panama canal. Both sides claim to have won in the conflict that culminated in the long-shoremen's strike at Vancouver. The following are the chief terms of the agreement: (1) The proposition of the Canadian Pacific Railway that only union men are to be employed on deep-sea vessels was accepted. (2) The scale for coast boats of the Canadian Pacific service shall be for workers in the hold, 40 cents an hour day and 50 cents an hour overtime; truckers shall be paid at the rate of 30 and 38 cents an hour. A further conference will be held April 18. A change has been announced by the Osaka Shosen Kaisha, in the service between Hongkong, Japan and Puget Sound, whereby Seattle will be the first as well as the last port of call in this country. Arriving steamers will first call at Seattle to drop mail, passengers and silk cargoes, thereby gaining several hours over the previous arrangements under which the steamers first went to Tacoma. The old U. S. gunboat Concord, which has been at the Puget Sound Navy yard for some years, will end her days at Astoria as a detention ship in the U.S. quarantine service. J. B. Livingston, Pacific coast manager for Straussen and Co., states that grain rates may go to 100 shillings on deliveries to the United Kingdom. The constant drain on the supply of vessels, together with the fact that most of the tonnage for next season will have to come back to this coast empty, is bound to cause a further advance, he says. Plans are being prepared at (Continued on page 10.)

Oysters, Fresh, Fried or Stewed
Pindon, Haddock, Kippers &c.,
ALEXANDRA CAFE

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INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
SHAI, Moji & Kobe	Laisang*	Thur., 10th June at d'light
SHANGHAI	Choysang	Fri., 11th June at d'light
HOIHOW & Huiphong	Taksang	Fri., 11th June at 7 a.m.
MANILA	Yuensang*	Sat., 12th June at 3 p.m.
S'PORE, Pang & Ocutta	Kulsang*	Sat., 12th June at 3 p.m.
W'wei & Tientsin	Chipshing*	Thur., 17th June at d'light
MANILA	Loongsang*	Sat., 19th June at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
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† Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.
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PROJECTED SAILINGS FROM HONGKONG.
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"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	Monmouthshire	End of June.

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Agents.

Hongkong, 3rd March, 1915.

"GLEN LINE"

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For London & Antwerp

Saloon passage Hongkong to London £40.

For freight or passage, apply to

SHEWAN TOMES & Co.
Agents.

Hongkong, 23rd July, 1914.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
L'don, S'pore, via Pang, C'bo, & Co.	Nagoya	P. & O.	10, June
Marseilles via Ports	Cordillera	M. M.	12, June
M'les, L'don via S'pore etc.	Hirano M.	N. Y. K.	17, June
London via Usual Ports of Call	Malta	P. & O.	18, June
London	Mon'shire	J. M. Co.	19, June
London & Liverpool	Netherby Hall	B. L. L.	24, June

NEW YORK, SAN FRANCISCO AND CANADA.

Boston & New York via Suez	Tuscan P.	B. L. L.	10, June
San F'co via S'hai & Japan & Co.	China	P. M. Co.	15, June
San F'co via Manila & Japan & Co.	Manchuria	P. M. Co.	22, June
Delagoa Bay, D'ban, E. L'don & Co.	Kathiawar	B. L.	23, June
New York via Suez Canal	Saint Ronald	D. & Co.	E. in July
South A'ca Ports expect Man'lo	Kiyo M.	T. K. K.	10, July
San F'co via M'la & Japan & Co.	Nippon M.	T. K. K.	3, July

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	15, June
Australian Ports	St. Alban	G. L. Co.	22, June
Australian Ports via Manila	Changsha	B. & S.	25, June

SINGAPORE, COAST PORTS AND JAPAN.

Swatow, Amoy & Foochow	Haiching	D. L. Co.	11, June
B'bay via S'pore, Malacca & C'bo	Rangoon M.	N. Y. K.	12, June
S'pore, Pang, R'goon & Calcutta	Tosa M.	N. Y. K.	12, June
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	13, June
Shanghai, Kobe & Yokohama	Atlantique	M. M.	14, June
Manila, Cebu and Iloilo	Teon	B. & S.	15, June
Manila	Loongsang	J. M. Co.	19, June
Shanghai, Y'hama, Kobe & Moji	Itoia	D. S. Co.	20, June
Shanghai, Moji & Kobe	Bombay M.	N. Y. K.	20, June
Singapore, Mauritius & South	Salamis	B. L. L.	25, June
African Ports	Tiipanas	J.C.J. L.	Q. desp.
Shanghai	Tijtarom	J.C.J. L.	Q. desp.
Shanghai	Tijkembang	J.C.J. L.	Q. desp.
Japan	Tijlatjap	J.C.J. L.	Q. desp.
Shanghai	Tijmanock	J.C.J. L.	Q. desp.
Shanghai	Tijbodas	J.C.J. L.	Q. desp.

TO SAIL

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK
VIA SUEZ.

THE Steamship

For Freight etc. apply to

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Hongkong, 29th May, 1915.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK

(With liberty to call at the Malabar Coast).

For freight or information, apply to

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General Agents.

MOVEMENTS OF
STEAMERS.

AUSTRALIAN MAIL.

The Australian Oriental Line s.s. CHANGSHA left Port Darwin for Hongkong via Philippine Ports on 5th inst. and may be expected to arrive on or about 17th instant.

AMERICAN MAIL.

The P. M. s.s. MANOHURIA sailed from Yokohama on Thursday, June 3, via Manila for Hongkong. The mails have been transferred to the s.s. LUZON MARU of the Osaka Shosen Kaisha Line, due to arrive at Hongkong on the 11th inst.

CANADIAN MAIL.

The C. P. R. s.s. MONTEAGLE left Vancouver B.C. on the 2nd June, p.m.

MERCHANT STEAMERS.

The S. L. s.s. MERIONETHSHIRE from London is due at Hongkong on the 25th June.

The S. L. s.s. RADNORSHIRE from London is due at Hongkong on the 12th July.

The I. L. s.s. INDRASANA from Vladivostok for Shanghai is due at Hongkong on July, leaves for New York. The s.s. IOLA sailed from Calcutta on the 30th May and may be expected here on or about the 15th June.

VESSELS IN PORT.

Steamers.

Brisbane, Br. s.s. 715, J. Salinas, 30th May	—Cebu, 25th May—Ballast—C. Clark
Providencia, Norw. s.s. 603, M. G. Steen, 3rd May—Sydney, 8th May, Ballast—T. & Co.	
Unhai Maru, Jap. s.s. 1983, G. Kamasaki, 1st inst.—Wakamatsu, 25th ult. Coast—M.B.K.	
Telemachus, Br. s.s. 1340, J. Fraser, 2nd inst.—Saigon, 29th ult., General—Chico.	
Taming, E. s.s. 1352, G. H. Pennother, 4th inst.—Manila, Gen.—B. & S.	
Laisang, Br. s.s. 224, Mooray, 4th inst.—Singapore, 30th ult., General—J. M. & Co.	
Chicago Maru, Jap. s.s. 3636, K. Hori, 5th inst.—Manila, 2nd inst., General—O.S.K.	
Haitan, Br. s.s. 1183, J. W. Evans, 6th inst.—Swatow, 5th inst., Gen.—D. & Co.	
Hue, Fr. s.s. 701, A. Cornelissen, 6th inst.—Chingwantao, 30th ult., Coal—A. R. Marty	
Tanaka Maru, Jap. s.s. 1292, Nishikawa, 6th inst.—Chingwantao, 31st ult.—D. & Co.	
Hanata Maru, Jap. s.s. 3347, N. Kawatsuma, 6th inst.—Calcutta, Gen.—D. & Co.	
Mexico City, Br. s.s. N. A. Starkey, 6th inst.—Saigon, 2nd inst., Rice—Order.	
Robert Dollar, Am. s.s. R. L. Morton, 6th inst.—Manila, Gen.—D. Co.	
Tijpanas, Dut. s.s. 5030, A. de Laune, 6th inst.—Java, Sugar—J.C.J.L.	
Chungking, Br. s.s. 1311, Ross Leslie, 6th inst.—Swatow, 5th inst., Rice—D. & S.	
Takang, Br. s.s. 977, Matthews, General.—Haiphong, 3rd inst., 7th inst.—J. M. & Co.	
Kutsang, Br. s.s. 1110, R. C. D. Bradley, 7th inst.—Moji, 2nd inst., Gen.—J. M. & Co.	
Anamba, Br. s.s. 1159, H. E. Hill, 7th inst.—Manila, 2nd inst., Ballast—A. P. & Co.	
Choysang, Br. s.s. 1424, S. O. Mitford, 7th inst.—Swatow, Gen.—J. M. & Co.	
Sungking, Br. s.s. 887, J. Robinson, 7th inst.—Haiphong, 4th inst., General—B. & S.	
Taiulun, Chinese s.s. 1200, Westerland, 8th inst.—Shanghai, 2nd inst., Gen.—O. M. S. N. Co.	
Nagoya, Br. s.s. 3500, A. E. Garwood, 7th inst.—Fochow, 5th inst., General—P. & O. S. N. Co.	
Yuensang, Br. s.s. 1123, P. H. Rolfe, 8th inst.—Manila, 5th inst., General—J. M. & Co.	
China, Am. s.s. 3186, H. Thompson, 8th inst.—Manila, 6th inst., Gen.—M. & Co.	
Wada Maru, Jap. s.s. 2068, T. Arai, 7th inst.—Milko, 1st inst., Coal—M.B.K.	

TO SAIL.

THE INDRA LINE Ltd.
For Boston & New York,
via Suez.

For Freight, Passage and
Further Particulars, apply to:—
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Hongkong, 23rd February, 1915.

TO SAIL

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Kobe and Yokohama to Seattle or San Francisco	31
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Manila, Hongkong, Shanghai or Japan Ports of call to London	65
London and Return (Six Months)	109
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JAPAN, CHINA & STRAITS

TO

MARSEILLES, LONDON & LIVERPOOL.

For

Steamer

Sails.

LONDON & LIVERPOOL ...Netherby Hall 24th June
MARSEILLES & LONDON ...City of Rangoon 26th July.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

Hongkong, 2nd June, 1915

General Agents.

AMERICAN AND MANCHURIAN LINE.

For NEW YORK via PANAMA.

THE Steamship

"WALTON HALL"

5,933 tons, will be despatched as above on Thursday, 8th July.

For freight and further particulars apply to:—

THE BANK LINE LTD.

General Agents.

Hongkong, 7th June, 1915.

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Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OR BREADTH	ENTRANCE BREADTH	DEPTH OVER BILGE AT ORDINARY SPRING TIDES	RISE OF TIDE	SPRINGS	WINDS
KOWLOON						
No. 1 Dock, Kowloon	700	15' top 10' bottom	10'	9' 6"	10' 6"	10' 6"
No. 2 Dock, Kowloon	371'	14'	10' 6"	9' 6"	10' 6"	10' 6"
No. 3 Dock, Kowloon	374'	14'	10' 6"	9' 6"	10' 6"	10' 6"
Patent Slip, No. 1 Kowloon	240'	60'	10'	9' 6"	10' 6"	10' 6"
SAI-KONG-SUI						
Cosmopolitan Dock	450'	55'	10'	9' 6"	10' 6"	10' 6"
ABERDEEN						
Hong Dock	490'	54'	10'	9' 6"	10' 6"	10' 6"
Lanau Dock	315'	54'	10'	9' 6"	10' 6"	10' 6"

Please Address Enquiries to the Chief Manager

R. M. DYER B.Sc. M.I.N. Kowloon Dock Hongkong.

TOWN OFFICE:
QUEEN'S BUILDINGS,
Telephone No. 30, Hongkong.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, WEDNESDAY, JUNE 9, 1915.

TO-DAY'S LATEST WAR TELEGRAMS.

MINISTRY OF MUNITIONS ESTABLISHED.

June 8, 7.35 p.m.
In the House of Commons the bill for the establishment of the Ministry for Munitions was read a third time.
Mr. Asquith said that Mr. Lloyd George would be responsible to the House and the country for the necessary supplies to the troops, and he was sure the House would wish him well in the great task that he had before him (loud cheers).
Mr. Forster announced that arrangements had been made for the production of the high explosive tri-nitro-toluol, securing an ample supply for ourselves and also enough to assist our Allies.

IMPORTANT FRENCH SUCCESSES.

June 8, 5.40 p.m.
According to Reuter's Paris correspondent important French successes are recorded in a communiqué. There has been a violent infantry battle on the Notre Dame de Lorete plateau. The Germans replied to the French night attack with three fierce counter-attacks. The French maintained every position. We progressed at Souchez and took, after most violent fighting, another group of houses near the "Libyrius." Four times, the Germans were repulsed at Hebuterne, while trying to recapture lost ground. The French have made an important extension to their gains.

PUBLIC EXAMINATION.

Grave Allegations Concerning Company's Capital.

The Deputy Registrar (Mr. C. D. Melbourne), sitting in Bankruptcy, heard the public examination of Yu Sin Ting, a flour dealer this afternoon.
The Official Receiver:—I should like you to state to the examination that if he is found not speaking the truth in his examination he is liable to prosecution for perjury.

The debtor having said he understood his position said he had no name of Yu Po. He had no long names. He had no shares in any property belonging to a long. He was 43 years of age and he was a flour dealer. The statement of affairs sworn by him before the Official Receiver on May 12 was true and complete. All his property was shown in that statement of affairs. He had no property in China nor any share in any firm or business in China. He had been in Hongkong thirty years. He had been a flour dealer for sixteen years. He commenced the Yu Hing Sing firm. He had a \$5,000 share. Chan Yan Po, the other manager ran away from Hongkong. Chan Yan Po spent a lot of money which he overdraw from the firm. The amount he had overdrawn was over \$20,000. Chan Yan Po had charge of the cash and witness was in charge of the sales. Witness did not overdraw. It was not true that he had overdrawn over \$2,000. He paid back any money he had so that he could not have overdrawn any. He borrowed \$2,000 in April 1913 from Yu Tak San and he paid \$1,500 of the debt on the 24th day of the third moon. The note was on the 14th day of the fourth moon. May 8. The note was made after witness borrowed the money. He borrowed another \$1,000 on the 21st day of the fifth moon—June 14. This he also paid into the Company. He paid \$3,000 into the Company and it was all paid before Chan ran away. The safe was opened and nothing was found there. According to the books there should have been \$20,000 in the safe. The directors pressed him to surrender the money and he then made out certain accounts and submitted them to the directors. At the time there was not much left in the safe.

The Official Receiver:—I put it to you, you knew for more than a year there were grave irregularities in the accounts and you reported to nobody?

ALLEGED COUNTERFEITING.

This afternoon the case was continued, before Mr. J. R. Wood, of the case in which two Chinese, a man and a woman were charged with being in possession of counterfeit Hongkong and Chinese coins and of implements for making the same.

A Chinese detective deposed that when the police made the raid, the male defendant was actually engaged in plating some of the coin, and the woman was busy melting metal over a fire in the kitchen.

The prisoners were committed for trial.

Debtor:—I thought the directors would go into the accounts themselves without me informing them.

The Deputy Registrar:—Get that out of him. Do you know there were grave irregularities for more than a year?

Debtor:—I was in charge of the purchases and sales and the other man was in charge of the cash, and there was an accountant and an auditor.

Continuing debtor said he did not ask the permission of his fellow directors when he advanced himself money from the funds of the company.

The Official Receiver:—You said Chan Yan Po was in charge of all the money—how did you advance this loan to yourself if Chan Yan Po was in charge of the money, without him knowing something about it?

Debtor:—He was in charge of the cash and I certainly asked him before I got the money.

The Official Receiver:—And he agreed to let you have the money, did he?

Debtor:—I asked him for a loan and it was up to him whether he asked the other directors or not.

The Official Receiver:—But you have forgotten you told us before, you never asked any one of the directors and I asked you specifically if you asked Chan Yan Po and you said, No?

Debtor:—I asked Chan, but I did not ask any of the directors.

The Official Receiver:—You know Chan Yan Po had been advancing himself loans from the company so he should not raise any objection to you doing the same; is that it?

Debtor:—I asked Chan for the loan. He attributed his bankruptcy to going guarantor for the company to a Chinese bank for the sum of \$3,000.

The examination was closed.

OUR LONDON LETTER.

(Continued from Page 3.)

gas. Already the French and the Belgians have discovered means of rendering this form of warfare of little practical use. It must always depend in any case on the way the wind happens to be blowing and the conformation of the ground. The lowest down thing in warfare used to be the poisoning of the wells. It has been left for Prussian Kultur to think of actually poisoning the air.

The Canadians.

The Canadians were subjected to a good deal of quiet criticism during their long and dreary spell of training on Salisbury Plain. But nobody ever doubted the magnificence of their physique and spirit, and they have shown in these last days a disciplined courage on a farly valour that will win them undying fame in the military annals of the British Empire. It was not their fault that they had to yield ground. When the French and Belgian trenches were rushed by the Germans, under cover of their apocalyptic gas, the flink of the Canadian position was hopelessly exposed. But they never wavered for a moment, nor lost their cool and steady demeanour. The Germans have massed two whole army corps for this attack, delivered at the juncture of the Allied line—always a weak point—where the troops of one army linked up with another. The enemy's infantry burst through the French and Belgian lines and swung round actually to attack the Canadians in the rear. But the Canadians were neither surprised nor dismayed. A certain number of them promptly swung round, to meet the Germans, and they fought back to back like heroes. The Germans will not soon forget their first hand-grips with the soldiers of the Dominion, nor that irresistible charge and desperate bayonet work with which the Canadians recovered the heavy British guns that had been lost, and checked the German advance. Unhappily their casualties have been severe. In officers and men they have lost heavily. But those gallant men who have fallen have not fallen in vain, and their deeds have led to a rush in recruiting, not only away in Canada, but over here at home. The finest symptom of this war all through has been that the response to the patriotic call ever becomes more ready and overwhelming when the fighting is most fierce and the most dishing blows are being dealt.

Good Sportsmen and Good Fighters.

Some splendid stories of brave deeds are now being told from France and Flanders. It is proposed to erect a fitting memorial, in the little Yorkshire village to which he belongs, to perpetuate the deed that won the V.C. for the simple private in the Grenadier Guards who captured fifty German machine-guns. This doughty Yorkshireman advanced in a scrimmage until he got the range nicely of a German trench. Thereupon he proceeded to pelt the Germans with dynamite until he had them all—all that were left alive—completely cowed, and as he put it "ready to feed out of my hand." Another fine story is told of a well-known Rugby footballer, who used to play for Old Merchant Taylors. He was caught with his platoon in a German rush, sudden and fierce, and was fighting for his life, at the head of his surviving men, when

he heard a shout behind him. The rousing shout was "Play up O. M. T." And shortly afterwards relief arrived in the person of another well-known rugby man at the head of a company of infantry. Our sportsmen have already suffered heavily in this war, but those who survive still keep in the thick of it. The old country owes more to her sporting sons than the tribute of history can ever repay. Their names fill the casualty lists every day, and they are dying at the front every day like old Romans, in the lili Roman way, making death "proud to take them". And yet one finds puffery journalists with pin-cenex, sitting at home in dowdy arm-chairs, actually indicting the sporting spirit of the nation or its frivolity and failure to realise "the gravity of the situation." The one possible thing that could compensate this country for the hideousness of a temporary German invasion would be to have some of these anaemic scribblers and anonymous detractors taken out and shot against a back wall by the modern Hun. That would probably be the only way of bringing home to these "writing fellows" how the war really affects people who are taking part in it. One is glad to see that Mr. A. J. Balfour has raised his voice in protest against this libel on our countrymen and countrywomen. There is scarcely a home that has not staked its beloved manhood on the hazard of this great game. There are few homes that have not been shadowed by the fell specter of death. And a measly little journalist with a pale complexion, and "most weak knees," dares to talk about "the people" not realising the gravity of the situation.

A Grim Picture.

A sergeant of Engineers sends a very descriptive letter home—"What is being in a bombarded city like? In the place where I am now all and every particle of glass has 'gone West' and whole houses are blown to atoms. The effect of the large shells is terrific. Going along the streets you hear a funny whistling. Then you hold tight, and touch wood. In a second a shell pitches and then comes a crash that seems to split the world. I have seen a shell burst and send a fragment 300 yards which in its turn has made another five foot hole in the ground. The actual shell itself makes a nice little hole about the size of our front room at home. The people get absolutely panic-stricken. You can see old women of 80 and fine little children being carried off to the hospitals badly hit. By God! if some of the people in England could see that awful misery, there would never be any more strikes while this war lasts. One shell pitched in a square where several civilians were selling things to the troops and blew seven literally to atoms. There was nothing left of them. Nothing can stand against it, and the noise, is deafening. Those who survive the explosion can see only a smudge, a brick-coloured smudge, where their home once stood. That is what might have happened in England. Don't worry about us in the least. This is the real life for me. So let 'em carry on." Another soldier has sent this little pen-picture. "I was in a firing trench a few days ago which had in turn belonged to the French, the Germans, and the English. In some places in this trench there were showing the feet of both German and French dead. They had been killed and buried where they fell. One Frenchman had been buried about five months ago. His grave was marked by a little cross. A shell came along and blew the Frenchman and his cross in different directions. It wasn't a nice thing to see; but we don't take a sort of notice

now of these things. Why, that mince tart that Flossie sent me was eaten by me in the trenches with my feet on a dead man. I could not move at the time without being shot. But I am quite happy and fit and can't grumble."

"What Devils They Were!"

In another of these letters home upon which we depend so much for pen-pictures of the stirring events of the war, a private of the Royal Marine Light Infantry gives a graphic account of the sinking of the Irresistible in the Dardanelles. "It was about four in the afternoon," he writes "when it happened. A minute before we hit that mine a shell struck us overhead somewhere, for inside our casement we could feel a distinct shock and hear the noise of falling pieces. Then, before we had recovered from that time the real hit—such a tremendous blow, I was thrown completely off my feet. When I got up and looked at the blanched faces of our crew, I could see that the old Irresistible had finished her career. There was not much said; our officer told us all to remain inside until we knew what to do. By this time the ship had listed heavily over to port, sloping almost to an angle of 45 degrees. The next order was 'Everybody aft,' so we all went aft and fell in. I never saw the slightest panic, just everybody going along as if we were in Portsmouth Harbour. We fell in, the Marines right aft. I took off my boots and coat; all ready. I cannot describe my feelings to you. Lots of things were searing through my mind—thoughts of you and of all. But we were not given much time for thinking. All hands were soon busy throwing overboard anything 'floatable,' barrels, tables, chairs, boxes, and anything we could lay hands on. Then we sighted, tearing towards us, a destroyer. How far off she seemed. We could do nothing but wait until she came up to us. Now came the worst part of all, and even now I cannot recall it without a shudder. The forts on shore, or, rather, the Turks in them, must have seen that we were sinking, and soon we were the target for scores of guns. My word, what devils they were! Imagine our ship, listing right over, her decks covered with us all, helpless, and all around us, growing ever nearer as they found the range, were those awful shells bursting! Never can I forget the scene, if I live to be a hundred. But soon the destroyer came up and alongside, and then began the task of transferring ourselves to her. Nearly all were off the Irresistible, when a shell burst right amongst a group of our men on deck, killing several and wounding several more. It was horrible to see the wounds some of the poor chaps had. But soon we were all aboard, living, wounded and dead, and so we tore away at full speed to safety. How we escaped being hit while rushing away I don't know. We passed through a very inferno of shells, and yet escaped untouched! Our captain, as fine a man as one could wish for, would not come with us, and the last I saw of the poor old Irresistible was the ship gradually sinking, great shells bursting all around her, and the captain standing on the bridge, so cool and calm. He was saved later, and if it had not been for those horrible shells, no doubt all hands would have been saved." From the destroyer we were taken to the Queen Elizabeth, and there we were fitted out with what clothing we required. The next day we were all sent to different ships, I and several others going to the Ark Royal, the aeroplane ship. So ended it all. I never want to go through another experience like it. I shall never be able to forget it."

CONTEMPORARY OPINION

Abraham Lincoln.

The following leading article was taken from the Public Ledger of April 15.

Fifty years ago today Abraham Lincoln laid down his life for humanity. Not too often and never too reverently can Americans pause to honour his memory or express gratitude to the Almighty for his service to his country. Other men have re-united a divided nation, or liberated an enslaved race, or carried to conclusion a fratricidal war, or swept immoral institutions from the earth by the exercise of consummate statesmanship; but no one man ever combined and carried through, chiefly by the charity of his mind and the purity of his character, several such gigantic enterprises in half a decade. Washington welded a handful of colonies into a confederation of States; Lincoln fused them, after they had fallen apart, into a self-conscious nation.

Lincoln accomplished his stupendous task by transforming his instruments into fellow-workers, by inspiring his fellow-workers with the passion of responsible leadership, by dedicating himself and his associates to a mission of divine significance. Under Lincoln the Civil War was a crusade for an ethical nationality; under another it might have been a melodramatic carnival of hate and vengeance. Yet, when due meed of credit is given to each of his co-labourers, Lincoln stands distinctly above them all in solitary strength and unique grandeur. The very greatness of the men who shared with him the awful burden of the hour only enhances his pre-eminence. He was the central star in a brilliant constellation, but it was his power of personality that held the lesser luminaries in their place, furnished the light that they reflected and marked the course of the great orbit they followed.

There must have been within him an influence mightier than the finest constraints of humanity—"a power, not ourselves, that makes for righteousness"—which broke birth's invidious bar and over-rode an unpropitious early environment and marked him for a destiny that can be esteemed as nothing less than a providential guardianship of the American nation. Ambition can make a Napoleon, but not a Lincoln; for all ambition feeds on presumption and must sooner or later essay to do what mortal man cannot accomplish—and fail. Genius can make a Beaconsfield, but not a Lincoln; for genius must always, by the very variety of its skill, pass off many artificial things as natural, and must ultimately be the subject of apology. A coercive will, masterful and pertinacious, can make a Bismarck, but not a Lincoln; for the untempered will, pushing sternly toward its goal, is relentless, ruthless, heartless, unscrupulous and almost barbaric; it may strike the world with fear and wonder—not win it with love.

Rough hewn and elemental he may have been, yet there was about him that air and grace of disposition which won, even in the passionate times of war, the love of the world. Few who have wielded power have merited affection; awe and superstition have given to great rulers the adoration or subservience of a people, but seldom has one with the prerogatives of a despot built himself a shrine, as Lincoln has, in the heart of the race. His tenure of high office was full of public and private generosity, of magnanimous concessions to human weakness, of the clarity that covers a multitude of sins, of the righteousness that corrects a terrible wrong without leaving a heritage of hatred in the soul of those who were disciplined. It is, therefore, fitting that all Americans to-day should remember in affection the service and the sacrifice of the great Emancipator.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Chapman V. D. estate:—

Joined.
The undermentioned, having joined the Corps, are allotted Corps numbers and posted as follows:—No. 1858 Private J. C. Castilho to Right Section M. G. Co. No. 1859 Private J. S. McKenzie to Right Section M. G. Co.

Belchers Section.
The attention of members of Belchers Section is specially directed to the printed special instructions posted in the Drill Hall relating to War material in Coast defences.

Parades.
Parades for Thursday, 10th instant. The parades usually held on Thursday will take place on Friday this week.

Detail.
On duty at Headquarters from 7.15 a.m. to-morrow to 7.15 a.m. 11th inst. Centre Section M. G. Co. from 7.15 a.m. 11th to 7.15 a.m. 12th inst. No. 2 Section Art. Batty.

At Gun Club Hill, Kowloon On duty until 12th.—Right Section M. G. Co. Officer in charge Lieut. O. Smith.

At Kowloon (Detention Camp.) On duty until 12th instant.—H.K. V.R. Orderly Officer Lieut. Danby. Orderly Sergeant Serjt. Serby.

Next for duty at Kowloon (Detention Camp) June 12 Civil Service Co. June 13 Scouts Co. June 14 Scouts Company, June 15 Scouts Co. June 16 Centre Section M. G. Co., June 17 No. 2 Section Artillery Battery, June 18 No. 1 Sec. Art. Batty, and left Sec. M. G. Co.

Officer on duty Capt. Churchill. Capt. Stewart. Lieut. Wall. Lieut. Murphy. Capt. Wood. Lieut. Danby. Capt. Armstrong.

Note. Until further orders, the guard at Headquarters will be changed at 7.15 a.m. & 7.15 p.m., instead of at 7 a.m. and 7 p.m.

STILL MORE OPIUM.

Another Haul by the Revenue Officers.

Apart from the eight hundred pounds of opium landed during the past forty-eight hours by the police, the Revenue officers have also been engaged in a vigorous search for contraband, and they have succeeded, we are informed, in finding another illicit six hundred pounds of the drug. Up to the time of going to press, no arrest had been made in connection with the affair.

Correspondence.

Owing to pressure on our space, "Correspondence" has been held over until to-morrow.

Shark Caught at Lyman.

On the seven o'clock ferry this morning a fairly large shark was brought across from Kowloon to Hongkong. It was caught last night by Chinese fishermen at Lyman, and it weighed 113 lbs. and was seven feet long.

Special Police Inspected.

Last evening H. E. the Governor made a surprise inspection of the Portuguese, Indian and Chinese platoons of the Special Police, in the Police Compound. The men underwent a careful inspection by His Excellency, who subsequently expressed to the platoon commanders his pleasure at the improvement they showed in their drills. He also promised that he would again inspect them at no very distant date.

LATEST SHIPPING NEWS

MOVEMENTS OF STEAMERS.

The P.M. S. CHINA will be despatched from this port on Tuesday, June 15, at noon, for San Francisco via Manila, Negros, Zebu, Yokohama & Honolulu.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONER, SHARE &
GENERAL BROKERA Valuable Collection of
Antique China & CuriosTHE Undersigned has received
instructions, from Messrs.
Kwong Yung & Co. to sell by
Public Auction onWednesday & Thursday,
the 9th & 10th June, 1915,
commencing at 2.30 p.m. at his
Sales Rooms, Duddell Street.A Valuable Collection of
Antique China & Curios from
Sung to Ming Dynasties and
Kanghi to Torkwang Periods.comprising—
5-Coloured, 3-Coloured & Blue
& White Vases, Plates, Bowls,
Incense Burners, Figures, etc.
Sang-Je-bouf Vases, White
"Goddess of Mercy" (Ming).
Fine Crystal Vases & Snuff
Bottles.Green & Red Jade Ornaments.
Soochow Redwood Screens
Inlaid with 5-Coloured & Blue
& White Kanghi & Kienlung
Placques, Porcelain Pictures In-
laid in Wood, etc., etc.A Few Pieces of Finely Carved
Soochow Redwood.
N.B.—The Undersigned will
give a 2-weeks' guarantee as to
the genuineness of the articles
offered.Catalogues will be issued.
On view from Saturday, the
5th inst.Terms—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.BY ORDER OF THE
MORTGAGEEVALUABLE LEASEHOLD
PROPERTY
Situate at Caine Road, Victoria,
in the Colony of Hongkong,
in 2 Lotson
TUESDAY,
the 22nd day of June, 1915,
at 3 o'clock p.m.,by
Mr. GEO. P. LAMMERT,
Auctioneer,
at his Sales Rooms,
Duddell Street.LOT No. 1 consists of—All
that piece or parcel of ground
registered in the Land Office as
Section A of Inland Lot No. 1405
together with the messuage and
premises thereon known as
No. 40 Caine Road.LOT No. 2 consists of—All
that piece or parcel of ground
registered in the Land Office as
The Remaining Portion of Inland
Lot No. 1405 together with the
messuage and premises thereon
known as No. 42 Caine Road.The said premises are held for
the term of 999 years from the
30th day of March, 1897 created
therein by the Crown Lease of
the said INLAND LOT No. 1405
dated the 28th day of September
1898 Subject to the payment of
the Crown Rent and to the ob-
servance and performance of the
Lessee's covenants therein
reserved and contained.For further particulars and
conditions of Sale, apply to—
EWENS & NEEDHAM,
Solicitors for the Vendor,
or to
Mr. GEO. P. LAMMERT,
Auctioneer,
Duddell Street.

Hongkong, 8th June, 1915.

NOTICES

KEROSENE OIL.

We guarantee all kerosene oil
sold by us to be pure and
undiluted.

Present price.—

"COMET,"
\$3.85 per case ex store."WHITE ROSE,"
\$4.25 per case ex store.CHING CHEONG,
168 Des Voeux Road, Cen
(2 blocks West of Cent. Market).KWONG YUEN,
91 Des Voeux Road, West.Don't forget after the Show
Supper, and Light Refreshments
ALEXANDRA CAFE.
Open Till Midnight

ENTERTAINMENTS.

VICTORIA THEATRE.

TUESDAY, 8th June, 1915.

The Thrilling Detective Dramas.
HARRY THE SWELLand
ON THE SANTA F. E. TRAIL.Latest Gazettes,
Comic, Interesting & Historical Pictures.

FRIDAY, 11th June,

7th & 8th Episodes

of the
"PERILS OF PAULINE"

BIJOU THEATRE.

Commencing MONDAY, 7th June,

of the most thrilling and wonderful drama produced
THE ADVENTURES OF KATHLYN, in 13 SERIES
27 parts 27,000 feet.Monday 7th and Tuesday 8th June
1st and 2nd SERIES.Wednesday 9th, Thursday 10th and Friday 11th June
3rd and 4th SERIES.Saturday 12th and Sunday 13th June
5th and 6th SERIES.Monday 14th and Tuesday 15th June
7th and 8th SERIES.

also a fine set of KEYSTONE COMEDIES will be screened.

Further SERIES of the Adventures of Kathlyn will follow soon.
Watch for date.

NOTICES.

WE WILL SUPPLY YOU

DISS BROS. ENGLISH TAILORS. WITH A PERFECT FIT.

No. 1, WYNDHAM ST. (Flower St.) Established 1900.

HIMROD'S

Gives Instant Relief

No matter what your respiratory organs may be suffering from—whether
**ASTHMA, INFLUENZA,
NASAL CATARRH, OR
ORDINARY COUGH.**

—you will find in this famous remedy
a restorative power that is simply
unequalled.

PAID FOR
Solely by
the
Famous
Himrod's
Cure for
ASTHMA

MARTIN'S

APIOL & STEEL

(For Ladies)

A French Remedy for all irregularities.
Thousands of ladies have had a lot of
trouble in this house, so that on the first
sign of any irregularity of the system,
simply dose may be administered. These who
use Martin's APIOL & STEEL, their system
becomes regular. All Chemists and Druggists
sell this medicine. Write for free Bro-
chure. MARTIN, Chemist, 8, Southampton Row, London.

MARTIN'S

APIOL & STEEL

(For Ladies)

"JUNK BRAND"

SARDINES NORWEGIAN SARDINES & HERRINGS HERRINGS

DAINTY HANDY

SMOKED & UNSMOKED IN OIL OR TOMATO SAUCE

ECONOMICAL DELICIOUS KIPPED HERRINGS

LOOK HERE!

A QUICK & HANDY MEAL CAN BE SUPPLIED BY USING "JUNK BRAND" SARDINES & HERRINGS. IN MANY VARIETIES, HOT & COLD SERVED WITH RICE, POTATOES OR TOAST, YOU WILL ALWAYS FIND YOUR TASTES SATISFIED. "JUNK BRAND" WILL PROVE TO BE A CHEAP, ECONOMICAL & DELICIOUS DISH FOR ALL MEALS. A TRIAL WILL CONVINCE YOU!

SOLE AGENTS

THORESEN & Co.
HONGKONG

CAN BE PROVIDED FROM ALL FIRST-CLASS PROVISION SHOPS

OFFICIAL MARKET PRICES

Hongkong, March 12, 1915.
BUTCHER MEAT

Beef Sirloin—Mei Lung Pa	lb.	19
" Prime Out—	"	21
" Corned—Ham Ngau Yuk	"	10
" Roast—Shin	"	19
" Breast—Ngau Lam	"	17
" Soup—Tong Yuk	"	15
" Steak—Ngau Yuk Pa	"	20
do.,—Sirloin—Ngau Lau	"	30
" Sausages—Ngau Cheung	"	24
Bullock's Brains—No	per set	10
" Tongue, fresh—Ngau Li	each	60
" corned—Ham Ngau Li	"	60
" Head—Ngau Tau	"	\$1.00
" Heart—Ngau Sum	lb.	14
" Hump, Salt—Ngau Kin	"	20
" Feet—Ngau Kouk	each	11
" Kidneys—Ngau Yiu	"	11
" Tail—Ngau Mei	"	18
" Liver—Ngau Kon	lb.	13
" Tripe (undressed)—Ngau To	"	6
Calves' Head & Feet—Ngau-tai-tau-kenk	set	\$1.00
Mutton Chop—Yeung Pei Kwat	lb.	25
" Leg—Yeung Pei	"	25
" Shoulder—Yeung Shau	"	24
" Saddle—	"	27
Pigs Chidings—Chu Chong	"	27
" Brains—Chu No	per set	24
" Feet—Chu Kouk	lb.	13
" Fry—Chu Chap	"	15
" Head—Chu Tau	"	16
" Heart—Chu Sam	each	11
" Kidneys—Chu Yiu	"	18
" Liver—Chu Kon	lb.	23
Pork Chop—Chu Pak Kwat	"	24
" Corned—Ham Chu Yuk	"	28
" Leg—Chu Pei	"	28
" Fat or Lard—Chu Yau	"	20
Sheep's Head and Feet—Yeung Tau Kouk	set	60
" Heart—Yeung Sam	each	8
" Kidneys—Yeung Yiu	"	12
" Liver—Yeung Kon	lb.	26
Sucking Pigs, to order—Chu Tsai	"	22
Suet, Beef—Shang Ngau Yau	"	20
" Mutton—Shang Yeung Yau	"	28
Veal—Ngau Tsai Yuk	"	19
" Sausages—Ngau Tsai Cheung	"	20
Lard—Chu Yau	"	20

POULTRY:

Chicken—Kai Tsai	lb.	35
Capons, Large, Small—Sin Kai	"	34
Ducks—Ap	"	32
Doves—Pan Kan	"	18
Eggs, Hen—Kai Tan (cooking)	per doz	20
(fresh)—	"	36
Fowls, Canton—Kai	lb.	42
" Hainan—Hoi Nam Kai	"	30
Geese—Ngo	"	24
Pigeons, Canton—Pak Kap	each	28
" Hoibow—Hoi How Pak Kap,	"	25
Snipe—Sha Tsui	each	22
Turkeys, Cook—Fo Kai Kung	lb.	60
" Hen—Na	"	45
Pheasant—Shan Kai	"	75
Quail—Om Chun	"	25
Partridges—Che Ku	"	65

FISH:

Barbel—Ka Yu	lb.	16
Bream—Pin Yu	"	18
Canton Fresh Water Fish—Hoi Sin Yu	"	15
Carp—Li Yu	"	20
Catfish—Chik Yu	"	12
Codfish—Mun Yu	"	14
Crabs—Hoi	"	26
Cuttle Fish—Muk Yu	"	16
Dab—Sha Mang Yu	"	12
Dog—Wong Mei Lap	"	18
Dog Fish—Fit To Sha	"	13
Eels, Conger—Hoi Man	"	13
" Fresh water—Tam Sai Yu	"	18
Eels, Yellow—Wong Sin	"	32
Grouper—Tin Kai	"	33
Grouper—Shak Pan	"	40
Gudgeon—Pak Kap Yu	"	16
Herrings—Tao Pak	"	20
Halibut—Cheung Kwau Kap	"	20
Labrus—Wong Ka Yu	"	18
Loach—Wu Yu	"	26
Lobsters—Lung Ha	"	28
Mackerel—Chi Yu	"	20
Monk Fish—Mong Yu	"	32
Mullet—Chai Yu	"	16
Oysters—Shang Ho	"	22
Parrot Fish—Kai Kung Yu	"	12
Perch—Tau Lo	"	18
Pike—Fa Pau Fong	"	16
Plaice—Pan Yu	"	16
Pomfret, Black—Hak Chong	"	26
Pomfret, White—Pak Chong	"	28
Prawns—Ming Ha	"	38
Ray—Fai Pa Sha	"	10
Rock Fish—Shak Kau Kung	"	15
Roach—Chun Yu	"	12
Salmon—Ma Yu	"	30
Shark—Sha Yu	"	7
Skate—Po Yu	"	8
Shrimps—Ha	"	25
Snapper—Lap Yu	"	28
Soles—Tat Sha Yu	"	26
Tench—Wan Yu	"	16
Turbot—Cho How Yu	"	18
Turtles, small, fresh water—Keak Yu	"	60

FRUITS:

Almonds—Hang Yan	lb.	35
Apples (California)—Kam Shan Ping Kho	"	18
(Chefoo)—Tin Chun Ping Kho	"	18

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Bananas, fragrant, Canton—San Shing Heung Chiu lb.	3
(brides), Macao—San Heung Chiu	3
Chestnuts, Chinese—Foong Lat	1
Carambola—Yeung To	1
Coconuts—Ye Tse	each 12
Grapes—Po Tai Tse	lb. 30
Lemons, China—Ling Mung	8
" America—Kam Shan Ling Mung	10
Lichees Dried—Lai Chi, small Stone	lb 28
" Fresh—	10
Oranges, (Canton)—Shan-shang Tim Ching	5
" Sweet—	8
Pears, (American), Kam San Shoot Lay	10
(Canton), Cookins—Shi Li	10
Peanuts—Fa Shang	10
Plantain—Tai Chiu	10
Plums—Swatow, Hung Lai	14
Pumelo, Siam—Chim Lo Yau	each 14
" Shanghai—Lo Kwai	15
Walnuts—Hop To	lb 15
" Green—Sang Hop Tuo	each 1
Water Melon—(Am.) Kom San Sai Kw	each 1

VEGETABLES, &c.

Artichokes, Shanghai—Sheung-hoi Ah Chi	lb 8
Beans, (French), Macao—Oh Moo Pin Tau	8
(French) Shanghai—Sheung Hai Pin	8
" Sprout—Ah Chai	8
" Long—Tau Kok	10
Beet Root—Hung Chai Tau	each 6
Bitter Squash—Fa Kwa	8
Brimjal, Green—Ching Yuen Kwa	8
" Red—Hung Ke	8
Cabbage, Chinese, (common)—Ka Tsai	lb 10
Cabbage, Shanghai—Ye Tsai	14
Cane Shoots, bunch—Kau Shan	8
Carrots—Kam Shan	lb 6
Celery, Chinese—Tong Kan Tsai	8
Chillies Dried—Kon Lap Chiu	25
" Red—Hung Fa Chiu	10
" Green—Ching Lap Chiu	8
Curry Stuff, English—Ka Li Chu Liu	10
Cucumbers—Ching Kwa	each 2
Garlic—Sun Tau	lb 8
Ginger, young—Sun Tse Keung	8
" old—Lo Keung	12
Horse Radish, Shanghai—Lik Kan	9
Indian Corn—Suk Mai	each 1
Lettuce—Yeung Shang Tsai	1
Water Chestnuts—Ma Tai	lb 6
" Mandarin—Kwai Lam Ma Tai	8
Mushrooms, Fresh—Shang Cho Ko	35
Musk Melon, Amer.—Kam-san Hong Kwa	each 1
Krooes—	lb 1
Onions Bombay—Yeung Chong Tau	8
" Green—Shang Chong	8
" Shanghai—Sheung-hoi Chong Tau	7
Parsley—Kun Tsai	lb 8
Green Peas—Ching Tau	lb 8
Potatoes, Sweet—Fan Shu	3
" Shanghai—Sheung-hoi Shu Tsai	3
" Japan—Yat Pan Shu Tsai	3
" American—Fa Ki Shu Tsai	8
" Foochow—Too-chow Shu Tsai	8
Pumpkin—Tong Kwa	3
Radish—Hung Lo Pak Tsai	5
Rhubarb (fresh)—Tai Wong	1
Sage—Tse So	8
Shallots—Kon Chung Tau	8
Spinach—Yin Tsai	5
Tomatoes—Fan Ke	6
Taro—Wu Tau	6
Turnip, Panti, (Long)—Lo Pak	4
" English—Yeung Lo Pak	4
Vegetable Marrow—Chit Kwa	4
(American)—Kam-san Jhit Kwa	4
Water Cress—Sai Yeung Tsai	12
Lily root—Lin Ngau	6
Yams—Ta Shu	6
English—Yeung Kan Chai	1
Tau—	1

The above prices are in accordance with the Government's list
of maximum charges, fixed by Proclamation as revised up to the
30th ult. The Proclamation also contained the following schedule
of maximum retail prices:—

1. Flour—	
(a) Highest Grade, per bag of 50 lbs.,	\$4.50
per lb.,	10
(b) Second Grade, per bag of 50 lbs.,	4.00
per lb.,	08
(c) Third Grade, per bag of 50 lbs.,	3.50
per lb.,	0
2. Tinned Milk—	
(a) Sweetened Condensed Milk, per 1 lb. tin,	35
(b) Unsweetened Condensed Milk, per 1 lb. tin,	25
(c) Sterilized Milk, per tin, (18 oz.),	25
(d) Sterilized Milk, per 1 litre tin,	35
(e) Eagle Brand, per 1 lb. tin,	33
(f) Skimmed Milk, per 1 lb. tin,	20
3. Sugar—	
Cane, (in 6 lb. tins), per tin,	1.15
Refined Crystallized, per lb.,	14
Granulated, per lb.,	14
Soft, No. 1 quality, per lb.,	13
No. 2	12
Cooking Salt, 2 cents per lb.	
4. Frozen Meat—	

The Dairy Farm prices for frozen food and other stores published
on 1st September, 1914, with all changes in prices shown in red
ink, are the maximum retail prices for the articles enumerated in
the price list of that date. [Approved copies signed by the Chair-
man and the Secretary of the Food Committee can be seen either at
the Treasury or on the premises of the Dairy Farm Company in
Wyndham Street.]

5. Market Produce:—(See above)

6. The prices of provisions imported from

THE WAR.

COUNTRIES ENGAGED.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Italy.
	Japan.
	Serbia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 2 guns and 250 men.

PRINCIPAL EVENTS.

June 28—Archduke Francis Ferdinand assassinated.

July 23—Austria sends an ultimatum to Serbia.

July 31—Russia orders general mobilisation.

Aug. 1—Germany declares war on Russia. French Cabinet orders general mobilisation.

Aug. 2—German forces enter Luxembourg.

Aug. 4—England sends ultimatum, demanding observance of Belgian neutrality. Germany rejects ultimatum.

Aug. 5—England at war.

Aug. 7—Germans enter Liege. French invade southern Alsace.

Aug. 15—Austrians enter Serbia. Japan sends ultimatum to Germany.

Aug. 17—British land in France.

Aug. 19—Beginning of battle of Lorraine.

Aug. 20—Germans enter Brussels.

Aug. 23—Germans enter Namur.

Aug. 24—British begin retreat from Mons.

Aug. 25—French evacuate Mulhausen.

Aug. 26—Germans take Longwy.

Aug. 27—Louvain burned by Germans. Japanese blockade Tsingtau.

Aug. 28—Battle of Heligoland.

Sept. 2—Germans advance reaches Senlis. French Government moves to Bordeaux.

Sept. 3—Russians occupy Lemberg.

Sept. 5—Battle of the Marne begins.

Sept. 7—Mauve taken by the Germans.

Sept. 12—German retreat halts on the Aisne.

Sept. 20—Germans bombard Rheims.

Sept. 22—German submarine sinks British cruiser Aboukir, Cressy, and Hogue.

Sept. 26—Indian troops land at Marseilles.

Sept. 28—Germans begin siege of Antwerp.

Oct. 2—Germans defeated at Angoulême.

Oct. 5—Belgian Government removed from Antwerp to Ostend.

Oct. 7—Bombardment of Antwerp.

Oct. 9—Antwerp occupied by the Germans.

Oct. 12—A Boer commando in the Cape Province mutinies.

Oct. 13—Belgian Government transferred from Ostend to Havre.

Oct. 14—Allies occupy Ypres. Battle begins on the Yser.

Oct. 15—Ostend occupied by the Germans.

Oct. 16—British cruiser Hawke sunk by German submarine.

Oct. 24—Ten days' battle before Warsaw ends in German defeat.

Oct. 27—Russians recapture Lodz and Radom.

Oct. 29—Turkish naval attacks on Odessa and in the Crimea.

Oct. 30—Col. Maritz, rebel leader driven out of Cape Colony.

Nov. 1—German naval victory off the coast of Chile.

Nov. 3—German squadron makes a raid on British coast.

Nov. 4—German cruiser York strikes mine in Jade Bay.

Nov. 6—England and France declare war on Turkey. Dardanelles forts bombarded.

Nov. 6—Tsingtau surrenders.

Nov. 7—Russians enter East Prussia.

Nov. 10—The Emden destroyed.

Nov. 11—Germans capture Dixmude.

Nov. 19—House of Commons votes a new army of 1,000,000 men. More than 1,100,000.

Nov. 23—Russians surround German corps south of Lodz.

Nov. 26—British battleship Bulwark destroyed by explosion in the Medway River.

Dec. 1—German Reichstag votes new credit of five billion marks. King George visits Flanders.

Dec. 2—Austrians occupy Belgrade. Gen. De Wet captured.

Dec. 3—Serbians defeat Austrians in three days' battle.

Dec. 6—Germans occupy Lodz.

Dec. 8—British naval victory off Falkland Islands.

Dec. 9—Gen. Byers, Boer leader, killed at the Vaal River.

Dec. 13—British submarine sinks the Mesaudieh in Dardanelles.

Dec. 15—Austrians evacuate Belgrade.

Dec. 16—German cruisers bombard Scarborough and Hartlepool.

Dec. 18—Egypt proclaimed a British protectorate. Gen. Botha reports Boer rebellion as at an end.

Dec. 20—Severe fighting on the line of the Dnieper River.

Dec. 23—French Chamber votes war credit of £340,000,000.

Dec. 25—British naval and aerial raid against Cuxhaven.

Dec. 28—French occupy St. Georges, near Nieuport.

Jan. 1, 1915—U.S.S. Formidable sunk in the Channel.

Jan. 3—French capture Steinbach.

Jan. 3—Russians win decisive victory over Turks in the Caucasus.

Jan. 8—French advance across Aisne, north of Soissons.

Jan. 13—Turks occupy Tabriz. Count Berchtold resigns.

Jan. 10—German air fleet bombards Yarmouth.

Jan. 21—General Falkenhayn, German War Minister, resigns.

Jan. 24—British naval victory in North Sea; the Blucher sunk.

Jan. 26—Germans lose heavily at Givency and Cunoibry.

Jan. 31—Germany inaugurates submarine raids.

Feb. 3—German auxiliary cruiser sunk off Patagonia.

Feb. 5—Turks attempt to cross Suez Canal.

Feb. 6—Allies resolve to unite financial resources.

Feb. 8—Total British casualties to date 104,000.

Feb. 10—Germans execute the rebel Maritz.

Feb. 17—Canadian contingent lands in France.

Feb. 20—Over 10,000 Germans surrender in France.

Feb. 27—Allied Fleet enters the Dardanelles.

Mar. 1—House of Commons votes supplementary credit of 37 millions and a fresh credit of 250 millions.

March 8—British aeroplanes attack Ostend.

March 9—Second Canadian contingent lands in England.

March 10—Four German submarines accounted for.

March 10—British capture Neuve Chapelle.

March 14—German losses at La Bassée total 10,000 in three days.

March 14—The Dreadnaught sunk off Juan Fernandez Island.

March 18—Sir John French estimates German losses in La Bassée region to be 17,000.

March 18—British battleships irresistible and Ocean, and French battleship Bonaparte, sink by floating mines in Dardanelles.

March 19—Russians enter Memel.

March 21—Futile Zeppelin raid on Paris.

March 22—Pzemysl surrenders to the Russians.

March 24—British airmen successfully attack German submarine works at Hoboken.

March 25—German submarine U20 sunk with all hands.

March 29—Russian Fleet bombards the Bosphorus. German submarine sinks West African liner Falaba.

March 31—Australia offers another contingent.

April 8—Prinz Eitel Friedrich interned in Norfolk Navy Yard, U.S.A.

April 9—Germans assume liability for the sinking of the American ship William Frye. Anti-Austrian demonstrations at Genoa.

April 10—German Note to United States complains that the latter has accomplished nothing by her diplomatic correspondence with Allies. Official statement as to ill-treatment of British prisoners in Germany.

April 11—German Socialists issue peace pamphlets. Bishop of London visits entire Front.

April 12—New York Herald demands that Count Bernstorff should be given his passports.

April 13—Sir John French asks for extra munitions.

April 14—H.M.S. Renard steams ten miles up the Dardanelles. Futile Zeppelin raid on Northumbrian coast.

April 15—Dutch s.s. Katwyck torpedoed without notice.

April 18—E. 15 runs ashore in the Dardanelles; officers and men made prisoners.

April 19—Austria's request for food-stuffs to be allowed to pass through Italy refused.

April 20—German Note protesting against the seizure by the British of the s.s. Fakel. Sir John French repudiates German statement that the British had used asphyxiating gases.

April 21—Russian torpedo-boats sink ten Turkish vessels loaded with munitions.

April 22—Turks prevent Italian, in Turkey from responding to mobilisation call. Anti-war riots in Trieste.

April 24—Allies land at three points of the Gallipoli peninsula.

April 26—Canadian victory at Ypres. General attack on the Dardanelles by land and sea forces.

Amsterdam, Friday. According to a telegram from Berlin on April 28, 651 million marks have been subscribed to the War Loan, this amount being three-quarters of the total sum. Not more than 402 millions has been subscribed by money withdrawn from the savings bank.

NOTICES

MESSRS. KOMOR & KOMOR

EXHIBIT AT THEIR
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FOR 10 DAYS ONLY.
FORTY-FIVE SELECTED
PICTURES
by
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KOMOR & KOMOR.
Hongkong, 8th June, 1915.

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Barker Mr & Mrs Madison M
Brookly Mr & Mrs Markham B
Bourne G O Mann Mrs R R
Butler Leigh E Marriott Dr & Mrs C
Cassell Capt L Meyer Mr & Mrs C E
Chapman Moltke K B
Cheatham H Meneck J
Childsey Mr & Mrs Middleton G S
Clark Mrs Mody Mr & Mrs J H
Corbillion Mrs Nickerson Mr & Mrs
David Mr & Mrs F E Nickerson H
Donnan Fuller Neighbour W R
Dortch Mr & Mrs Ormiston J
Duffield T J Pegg H H
Duffy Miss M E Picher A J
Eckstein H E Plant W H
Eichardt Capt W Quin J
Easton Miss M G Roay Miss F
Evans J Ray E H
Evenson E Rayner Lt Col and
French Capt & Mrs Mrs
Fitzwilliams D G H L Nicholson H
Graham Marshall Smith Mrs A G
Griffiths H L Stockmest S
Galluzzi R Stone Dr & Mrs
Goodrich C L Swaffield H E
Hall Capt T P Taylor Mr & Mrs
Hannibal Mr & Mrs W
Hanson A Tonhouse Madame
Hawleywood CH Troy A L
Hawdon M E Tueblew K E
Hewitt Hon M E A Valin Dr & Mrs H de
Hollingsworth A H Ward J W
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Joseph S M Wood F C
Jones M T Wood Mrs R F

Carlton Hotel.
Alenberg E Malcolm J
Clarke Miss May Marshall J
Crosley L Meek Thomas
Crosley N C Moliver
Crosley C C Pennell W V
Fulcher T P Tolson N
Goodall Mr & Mrs Plummer Capt R
Goodall Misses Tappell E
Hollway H D Taylor W
Hosah Dr J Thom W M
Kieul R Whalley A R
Macgregor D Wilson D B

NOTICE

CANTON KOWLOON

RAILWAY.

SUMMER TRAIN SERVICE.

The Public is hereby notified that on and from Tuesday, June 15th, several important alterations and additions will be made in the Train Service. Three Express Trains will take the place of those now running, timing as under:—

Up Express Trains
Kowloon dep. 7.08 a.m.
12.05 p.m.
Canton arr. 10.40 a.m.
3.40 p.m.
Down Express Trains
Canton dep. 7.00 a.m.
12 noon
Kowloon arr. 10.30 a.m.
3.32 p.m.
7.52 p.m.

Important alterations have also been made in the local train service.

For further particulars see Time Tables which may be had on application at all Stations and at the Head Offices Kowloon and Canton.

By order.
THE ADMINISTRATION,
Chinese Section,
Canton Kowloon Railway.

By order.
H. P. WINSLOW,
Manager,
British Section,
Kowloon Canton Railway.
8th June, 1915.

CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENOLEUCH."

From LEITH, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th June will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 22nd inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th June, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. Agents.

Hongkong, 8th June, 1915.

NOTICES

AMERICANS

LIKE

PRINCE ALBERT GRIMP CUT.

BECAUSE

IT DOES NOT BITE THE TONGUE.

OBTAINABLE AT

HONGKONG CIGAR STORE.

THE WEEKLY TELEGRAPH.

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—PHOTOGRAPH—

The photograph on the current issue is a picture of a Tennis Match, Nesbit v. Green, May 21, 1915.

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CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"KAMO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon, today.

Goods not cleared by the 13th June, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 7th June, 1915.

CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

THE Steamship

"CHINA"

From SAN FRANCISCO, JAPAN PORTS and MANILA.

The above mentioned vessel having arrived, consignees of cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board June 10th, 1915 at noon will be subject to landing charges and if undelivered June 15th, 1915 at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown June 13th, 1915 at 9 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before June 22nd, 1915, otherwise they will not be recognised.

E. C. MORION, Agent.

Hongkong, 8th June, 1915.

Commercial.

Freight.

Messrs. Wheelock & Co.'s report for the fortnight ended May 27 states that there is not quite such a heavy demand for space to Europe at the moment, but tonnage still being so scarce it is difficult in some cases to obtain the necessary allotments. The beginning of June should see the first tea shipments going forward to London but it still remains to be seen whether the export will be up to the usual standard in the matter of volume. Across the Pacific rates are steady, and steamers are getting all the support they want, but the New York via Suez and Panama Conference have raised their rates again and they are now 100 per cent. higher all round than the Tariff No. 8 which was the one in force before the war broke out, the last tariff being roughly about 85 per cent. above Tariff No. 8 with a surcharge of 10 per cent. but this has now been dropped in this new tariff. There is no change to report in the Consular market since last writing; trade continues brisk in all directions and steamship owners are able practically to command their own terms for all enquiries. The next cargo boats on this berth are as follows:—Marseilles and London, Fushimi Maru (May 30), Nagoya (June 3), and Hiran Maru (June 13); Marseilles and Liverpool, Persus (June 2); London and Liverpool; Netherby Hall (June 18); London, Ningchow (June 11); New York via Panama, Middleham Castle (June 18); New York via Suez, City of Bristol (June 14), St. Ronald (June 25) and Indramaha (end of June).

Coal.

Messrs. Wheelock & Co.'s report for the fortnight ended May 27 states that although the diplomatic tension between Japan and China has subsided, a strong feeling of resentment exists throughout the country against the Japanese and with it a certain amount of reluctance on the part of Chinese buyers to buy Japanese goods. The market is lagging in consequence, and to which the silk features have closed down temporarily for their usual annual recess; so there is still less demand if anything. The Poshan coal market is still hampered by short supplies and scarcity of tonnage. Kaiping coal deliveries are well maintained and stocks are just sufficient, with the market remaining very firm.

Trade of France.

The official returns published in Paris by the Customs Administration show that the value of the imports in the last quarter of the current year was Frs. 1,432,210,000, compared with Frs. 2,292,043,000 in the corresponding period in 1914. That of the exports was Frs. 684,321,000, against Frs. 1,020,081,000 last year, the decrease of Frs. 971,760,000 including Frs. 601,170,000 in manufactured articles and Frs. 334,863,000 in materials required for industrial purposes. As in the case of our own trade returns, the falling-off in the exports is very large, while the self-supporting character of France in the matter of foodstuffs is reflected in the decrease of Frs. 18,428,000 under that head in the imports.

Leather and Hides.

The hide and leather market of Japan somewhat weakened recently on account of the congestion of stocks, when an announcement was made on April 20 to the effect that another order for 220,000 pairs of military shoes had been received from Russia. This news stiffened the market and raised the prices by about Y10, that is, Korean products to Y80, Chinese products to Y65.70, and Vladivostok products to Y80. It was further confirmed that Russia had prohibited the export of hides. As the demands from Russia are believed to be of a lasting character, in view of the stopping of imports from Germany, this line of trade is considered as promising. In the United States a pair of boots costs Y11.50, as against Y8.50 in Japan. This circumstance places the Japanese manufacturers at an advantage.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS SA.—SALES B.—BUYERS N.—NOMINAL.

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$865 s. £76/-	120,000	\$125	all	855 July.	700 Oct.	805	790	£2 3/- & 3/- bonus at ex 1/9/14 equal to \$27.27 for 1/2 year ending 31/12/14
Marine Insurances.									
Canton Insurance Office, Ltd.	365 sa.	10,000	\$250	50	350 Dec.	305 Oct.	370	360	Final of \$4 a/c 1913. Interim of \$18 a/c 1914.
North China Ins. Co., Ltd.	170 b.	10,000	\$15	£5	145 May	133 Jan.	170	170	Interim of 12 1/2 p.c. for 1914
Union Ins. Society of Canton, Ltd.	\$855 sa. & b.	12,400	\$250	100	847 1/2 April	700 Oct.	\$860	\$855	Final of \$20 and bonus of \$5 making \$55 for 1913 and Interim of \$30 for 1914
Yangtze Ins. Assoc. Ltd.	\$225 b.	12,000	\$100	60	210 April	192 1/2 Jan.	225	225	Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914
Fire Insurances.									
China Fire Ins. Co., Ltd.	\$133 b.	20,000	\$100	20	160 July	140 Oct.	133	130	\$9 for 1913
H'kong Fire Ins. Co., Ltd.	\$390 b.	8,000	\$250	50	395 Feb.	368 April	391	385	\$27 for 1913
Shipping.									
China & Manila S.S. Co., Ltd.	\$4.90 b.	30,000	\$25	all	10 Jan.	5 1/2 Dec.	4.90	4.80	\$1 for 1906
Douglas Steamship Co., Ltd.	\$45	20,000	\$50	all	35 Mar.	27 1/2 Nov.	51	45	\$3 for year ending 30.6.14
Hongkong, C. & M.S.S. Co., Ltd.	23 b.	80,000	\$15	all	29 1/2 Jan.	22 Dec.	23	23	Final of 40 cts. making 90 cts for year ending 31.12.14
Indo-China Steam Navigation Co., Ltd.	\$97 sa. & b.	60,000	\$5	all	79 Jan.	50 Sept.	99	97	Final of 3% making 6% on preferred shares & 5% on deferred shares for year 1913
Shell Transport & Trading Co., Ltd.	\$93/6	3,797,610	\$1	all	106/- Feb.	70/- Sept.	94/6	93/-	Interim of 1/- a/c 1914 C.No. 23
Star Ferry Company, Ltd.	\$37 s. ex div. s.	40,000	\$10	all	49 Mar.	40 Nov.	37	37	\$1.70 per share and bonus of 30 cents per share for year ending 30/4/14
Refineries.									
China Sugar Refining Co., Ltd.	\$115 b.	20,000	\$100	all	96 1/2 Feb.	70 Nov.	117	111	\$3 for 1912
Luzon Sugar Refining Co., Ltd.	\$28 sa.	7,000	\$100	all	31 Jan.	17 Dec.	29 1/2	27 1/2	\$3 for 1897
Mining.									
Kailan Mining Administration, Ltd.	32/- a.	1,000,000	\$1	all	4 1/2 Feb.	33/6 Dec.	33/6	32/-	Final of 5% Coupon No. 4. making 10% for year ending 30/6/14
Raub Australian Gold Mining Co., Ltd.	\$3.70 b.	200,000	\$1	all	3.10 Jan.	1.90 Nov.	3.70	3.60	1/2 for 1909
Tronoh Mines Ltd.	32/6 sa.	160,000	\$1	all	39/- Feb.	19/6 Nov.	32/6	32/6	1/- mak. 7/6 a/c 1913
Docks, Wharves and Godowns &c.									
H'kong & W.W. & G. Co., Ltd.	\$4.69 sa.	60,000	\$50	all	89 Jan.	73 Nov.	72	69	\$3.50 for year 1914
H'kong & W'pon D. Co., Ltd.	\$62 1/2 b.	50,000	\$50	all	77 Jan.	53 Oct.	62 1/2	57	\$3 dividend for year 1914
Shai Dock & Eng. Co., Ltd.	\$51 1/2	55,700	t. 100	all	60 July	50 Dec.	51 1/2	51	Tls. 5 for 1913
Shai & H'kew W. Co., Ltd.	\$85 b.	36,000	t. 100	all	109 Jan.	82 1/2 Dec.	85	80	Tls. 5 for 1914
Lands, Hotels and Buildings.									
Anglo French Lands, Ltd.	\$94	13,000	t. 100	t. 100	—	—	94	94	Tls. 6 1/2 for year ending 29.2.14
H'kong Hotel Co., Ltd.	\$114 b.	20,000	\$50	50	128 July	120 Dec.	114	112	\$2.50 for half year ending 31.12.14
H'kong Land Investment Co., Ltd.	\$108 sa.	50,000	\$100	all	117 1/2 July	98 Nov.	108 1/2	108	\$3 for year ending 31.12.14
H'phreys Estate & F. Co., Ltd.	\$6.90 sa.	150,000	\$10	all	9 1/2 Jan.	7 Nov.	7	6.90	45 cents for year 1914
K'loon Land & Building Co., Ltd.	\$40 b.	6,000	\$50	50	45 1/2 Jan.	44 Feb.	40	40	\$3 for 1914
Shanghai Lands, Ltd.	\$1.06	78,000	1.50	all	98 Dec.	89 Oct.	106	101	Final of 6 p.c. making 12 p.c. for 1914
West Point Building Co., Ltd.	\$71 b.	12,500	\$50	all	73 June	66 Feb.	70 1/2	70	\$2.25 for half year ending 31.12.14
H'kong Central Estates, Ltd.	\$100 s.	10,000	\$100	all	—	—	100	100	\$4.09 for 7 months ending 31.12.14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	\$1.62 sa.	20,000	1.50	all	138 July	125 May	163 b.	152 1/2	Tls. 12 for year ending 31.10.14
Hongkong Cotton Co., Ltd.	\$7 1/2	125,000	\$10	all	8 1/2 Mar.	7 June	7 1/2	7	50 cents 31.7.08
Kung Yik, Ltd.	\$13.90 s.	75,000	t. 10	all	144 Jan.	11 Mar.	144 1/2	133 1/2	Tls. 1.20 for year ending 30.11.14
Laou Kung Mow, Ltd.	\$9 1/2	8,000	t. 100	all	110 Feb.	70 May	89 b.	86	Tls. 12 for 1913
Shanghai Cottons in Sh'hai, Ltd.	\$1.98 b.	40,000	t. 50	all	135 Feb.	70 Nov.	99 1/2	97 1/2	Div. Tls. 6. Bonus Tls. 4. Extra Bonus Tls. 1. year end'g 30.6.14
Miscellaneous.									
China Foreign Company, Ltd.	\$10 s.	60,000	\$12	all	12 May	10 Dec.	10	10	85 cents for 1914
China Light & Power Co., Ltd.	\$4 1/4 s.	60,000	\$5	all	4.90 July	4 April	4 1/4	4 1/4	6% for year ending 28.2.06
Do. (Spec. shares)	—	50,000	\$1	all	—	—	—	—	—
China Prov. L. & M. Co., Ltd.	\$1 b.	125,000	\$10	all	9 Jan.	7 Nov.	8 1/4	8.00	70 cts. for 1914
Dairy Farm Company, Ltd.	\$34 b.	40,000	7 1/2	all	39 June	35 Aug.	34	34	\$1.50 for year ending 31.7.14
Green Island Cement Co., Ltd.	\$6.80 sa.	400,000	\$10	all	6.90 Jan.	5 Dec.	6.90	6.70	50 cts. for 1914
Hongkong Electric Co., Ltd.	\$39 x div. b.	60,000	\$10	all	49 Jan.	36 Nov.	41 1/2	41 1/2	\$2.00 per share for 1914
Hongkong Ice Co., Ltd.	\$184	6,500	\$25	all	217 1/2 July	174 Dec.	184	184	Final of \$6 making \$8 1/2 for 1914
Hongkong Rope Mfg. Co., Ltd.	\$26 1/2	60,000	\$10	all	25 June	22 Apr.	26 1/2	26 1/2	Final of \$1 making \$2 for 1914
Hongkong Tramway Co., Ltd.	\$5.10 b.	325,000	5/-	all	13 1/2 July	7/- Feb.	5.20	5.10	Final div. of 6d. making 7 1/2 p.c. per share for 1913
Larghats.									
Larghats, Ltd.	\$42 b.	250,000	g. 10	all	64 1/2 Mar.	28 Dec.	42	40	Interim of T. 1 making T. 2 a/c 1913
Peak Tramway Co., Ltd. (Old)	\$9.30 x div. (New) 80 cts. b.	25,000	\$10	all	10 1/2 Jan.	9 1/2 June	10	10	70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15
Do	—	50,000	\$10	all	93 cts. Jan.	75 cts. Dec.	\$1	80 cts.	—
Philippines Ltd.	\$4 b.	75,000	\$10	all	—	—	4	4	None
H. Price & Co., Ltd.	\$5	12,000	\$10	all	—	—	5	5	\$1.50 for 1910
Societe des Pulpes et Papiers, Ltd.	\$20	13,200	\$50	all	—	—	20	20	None
Steam Laundry Co., Ltd.	\$3.00 b.	20,000	\$5	all	5.00 June	4 Nov.	3 1/2	3.00	35 cts. for year ending 31.5.14
Union Water-boat Co., Ltd.	\$16 1/2 b.	27,725	\$10	all	22 1/2 Feb.	17 Jan.	16 1/2	16 1/2	\$1.00, per share for year ending 31.12.14
Watson and Co., Ltd.	\$6.60 b.	90,000	\$10	all	8 1/2 April	6.90 Dec.	6.80 x div.	6.50 x div.	60 cts. for 1914
William Powell, Limited.	\$6	11,000	\$7	all	9 1/2 Jan.	6 1/2 Dec.	6	6	50 cts. on old shares and 25 cts. on new shares for year ending 30.6.14
S. C. Morning Post	\$29 b.	6,001	\$25	all	30 June	92 Dec.	29	29	\$1. Interim a/c year 31.8.14

WRIGHT & HORNBY.

Share and General Brokers

6, Des Vaux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, JUNE 9, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

Selling.									
T/T	1/9 1/2	Demand India	135 1/4	T/T France	2.29	6 m/s. Francs	2.45	Gold Leaf per tael	\$57.90
Demand	1/9 9/16	T/T Bombay	135 1/4	Demand Paris	2.29 1/2	Sovereign	\$11 nom.	Bar Silver, ready	23 7/16
30 d/s	1/9 5/8	Demand Calcutta	135 1/4	On Haiphong	8 1/4 prem.	forward	—		—
60 d/s	1/9 11/16	T/T Calcutta	135 1/4	On Saigon	8		—		—
4 m/s	1/9 3/4	Demand Calcutta	135 1/4	On Bangkok	86		—		—
Private 30 d/s sight	78	Demand Manila	88	Buying.					
T/T Shanghai	77	T/T San F'co & N.Y.	43 1/2	4 m/s. L/C	1/10 1/8	SUBSIDIARY COINS.			
T/T Singapore	77	Demand, New York	42 1/2	4 m/s. D.P.	1/10 1/4	Discount per \$100:			
T/T Japan	88	T/T Java	109 1/2	30 d/s. S'ney & M.	1/10 3/8	Chinese	20 cts. pieces	\$18 9/16	
T/T India	135 1/4	T/T Marks	Nom.	30 d/s. San F'co & N.Y.	44 5/8	Chinese	10	\$18 3/4	
		Demand Germany	—	4 m/s. Marks	Nom.	Hongkong	20 cts. pieces	\$18 3/4	
				4 m/s. Francs	2.40	Hongkong	10	\$9 1/4	

9th June.

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.

BRANCHES:
BOMBAY, LONDON,
CALCUTTA, MANILA,
CANTON, PANAMA,
CEBU, PEKING,
COLON, SAN FRANCISCO,
HANKOW, SHANGHAI,
HONGKONG, SINGAPORE,
KOREA, YOKOHAMA

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS \$4,120,000

(U.S. Gold) \$7,370,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL,
Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 40,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 18,600,000

Head Office—YOKOHAMA.

Branches:
Amoy, Hankow, Harbin, Hongkong, Kobe, Lyons, Manchu, Peking, Shanghai, Tientsin, Yokohama.
Agencies at:
Nagasaki, New York, Osaka, Rangoon, San Francisco, Singapore, Suez, Tientsin, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
EISHI ONO, Manager.
Hongkong, 15th March, 1915.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 19th March, 1890.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.	
6.00 A.M. to 6.15 A.M.	15 MIN.
6.15 A.M. to 6.30 A.M.	15 MIN.
6.30 A.M. to 6.45 A.M.	15 MIN.
6.45 A.M. to 7.00 A.M.	15 MIN.
7.00 A.M. to 7.15 A.M.	15 MIN.
7.15 A.M. to 7.30 A.M.	15 MIN.
7.30 A.M. to 7.45 A.M.	15 MIN.
7.45 A.M. to 8.00 A.M.	15 MIN.
8.00 A.M. to 8.15 A.M.	15 MIN.
8.15 A.M. to 8.30 A.M.	15 MIN.
8.30 A.M. to 8.45 A.M.	15 MIN.
8.45 A.M. to 9.00 A.M.	15 MIN.
9.00 A.M. to 9.15 A.M.	15 MIN.
9.15 A.M. to 9.30 A.M.	15 MIN.
9.30 A.M. to 9.45 A.M.	15 MIN.
9.45 A.M. to 10.00 A.M.	15 MIN.
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10.45 A.M. to 11.00 A.M.	15 MIN.
11.00 A.M. to 11.15 A.M.	15 MIN.
11.15 A.M. to 11.30 A.M.	15 MIN.
11.30 A.M. to 11.45 A.M.	15 MIN.
11.45 A.M. to 12.00 P.M.	15 MIN.
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12.30 P.M. to 12.45 P.M.	15 MIN.
12.45 P.M. to 1.00 P.M.	15 MIN.
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1.45 P.M. to 2.00 P.M.	15 MIN.
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6.45 P.M. to 7.00 P.M.	15 MIN.
7.00 P.M. to 7.15 P.M.	15 MIN.
7.15 P.M. to 7.30 P.M.	15 MIN.
7.30 P.M. to 7.45 P.M.	15 MIN.
7.45 P.M. to 8.00 P.M.	15 MIN.
8.00 P.M. to 8.15 P.M.	15 MIN.
8.15 P.M. to 8.30 P.M.	15 MIN.
8.30 P.M. to 8.45 P.M.	15 MIN.
8.45 P.M. to 9.00 P.M.	15 MIN.
9.00 P.M. to 9.15 P.M.	15 MIN.
9.15 P.M. to 9.30 P.M.	15 MIN.
9.30 P.M. to 9.45 P.M.	15 MIN.
9.45 P.M. to 10.00 P.M.	15 MIN.
10.00 P.M. to 10.15 P.M.	15 MIN.
10.15 P.M. to 10.30 P.M.	15 MIN.
10.30 P.M. to 10.45 P.M.	15 MIN.
10.45 P.M. to 11.00 P.M.	15 MIN.
11.00 P.M. to 11.15 P.M.	15 MIN.
11.15 P.M. to 11.30 P.M.	15 MIN.
11.30 P.M. to 11.45 P.M.	15 MIN.
11.45 P.M. to 12.00 A.M.	15 MIN.
12.00 A.M. to 12.15 A.M.	15 MIN.
12.15 A.M. to 12.30 A.M.	15 MIN.
12.30 A.M. to 12.45 A.M.	15 MIN.
12.45 A.M. to 1.00 A.M.	15 MIN.
1.00 A.M. to 1.15 A.M.	15 MIN.
1.15 A.M. to 1.30 A.M.	15 MIN.
1.30 A.M. to 1.45 A.M.	15 MIN.
1.45 A.M. to 2.00 A.M.	15 MIN.
2.00 A.M. to 2.15 A.M.	15 MIN.
2.15 A.M. to 2.30 A.M.	15 MIN.
2.30 A.M. to 2.45 A.M.	15 MIN.
2.45 A.M. to 3.00 A.M.	15 MIN.
3.00 A.M. to 3.15 A.M.	15 MIN.
3.15 A.M. to 3.30 A.M.	15 MIN.
3.30 A.M. to 3.45 A.M.	15 MIN.
3.45 A.M. to 4.00 A.M.	15 MIN.
4.00 A.M. to 4.15 A.M.	15 MIN.
4.15 A.M. to 4.30 A.M.	15 MIN.
4.30 A.M. to 4.45 A.M.	15 MIN.
4.45 A.M. to 5.00 A.M.	15 MIN.
5.00 A.M. to 5.15 A.M.	15 MIN.
5.15 A.M. to 5.30 A.M.	15 MIN.
5.30 A.M. to 5.45 A.M.	15 MIN.
5.45 A.M. to 6.00 A.M.	15 MIN.
6.00 A.M. to 6.15 A.M.	15 MIN.
6.15 A.M. to 6.30 A.M.	15 MIN.
6.30 A.M. to 6.45 A.M.	15 MIN.
6.45 A.M. to 7.00 A.M.	15 MIN.
7.00 A.M. to 7.15 A.M.	15 MIN.
7.15 A.M. to 7.30 A.M.	15 MIN.
7.30 A.M. to 7.45 A.M.	15 MIN.
7.45 A.M. to 8.00 A.M.	15 MIN.
8.00 A.M. to 8.15 A.M.	15 MIN.
8.15 A.M. to 8.30 A.M.	15 MIN.
8.30 A.M. to 8.45 A.M.	15 MIN.
8.45 A.M. to 9.00 A.M.	15 MIN.
9.00 A.M. to 9.15 A.M.	15 MIN.
9.15 A.M. to 9.30 A.M.	15 MIN.
9.30 A.M. to 9.45 A.M.	15 MIN.
9.45 A.M. to 10.00 A.M.	15 MIN.
10.00 A.M. to 10.15 A.M.	15 MIN.
10.15 A.M. to 10.30 A.M.	15 MIN.
10.30 A.M. to 10.45 A.M.	15 MIN.
10.45 A.M. to 11.00 A.M.	15 MIN.
11.00 A.M. to 11.15 A.M.	15 MIN.
11.15 A.M. to 11.30 A.M.	15 MIN.
11.30 A.M. to 11.45 A.M.	15 MIN.
11.45 A.M. to 12.00 P.M.	15 MIN.
12.00 P.M. to 12.15 P.M.	15 MIN.
12.15 P.M. to 12.30 P.M.	15 MIN.
12.30 P.M. to 12.45 P.M.	15 MIN.
12.45 P.M. to 1.00 P.M.	15 MIN.
1.00 P.M. to 1.15 P.M.	15 MIN.
1.15 P.M. to 1.30 P.M.	15 MIN.
1.30 P.M. to 1.45 P.M.	15 MIN.
1.45 P.M. to 2.00 P.M.	15 MIN.
2.00 P.M. to 2.15 P.M.	15 MIN.
2.15 P.M. to 2.30 P.M.	15 MIN.
2.30 P.M. to 2.45 P.M.	15 MIN.
2.45 P.M. to 3.00 P.M.	15 MIN.
3.00 P.M. to 3.15 P.M.	15 MIN.
3.15 P.M. to 3.30 P.M.	15 MIN.
3.30 P.M. to 3.45 P.M.	15 MIN.
3.45 P.M. to 4.00 P.M.	15 MIN.
4.00 P.M. to 4.15 P.M.	15 MIN.
4.15 P.M. to 4.30 P.M.</	

